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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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Protector crew get 'bluenose' certificates SHIP CROSSES THE ANTARCTIC CIRCLE

32,000 miles in seven months

H.M.S. Protector returned to Portsmouth on May 16 upon the completion of her fifth season as guard ship and Antarctic survey ship in the Falkland Island dependencies. She had left Portsmouth on October 16, 1959.

During this period, Protector spent 134 days at sea out of 215 and covered 32,000 miles.

Capt. D. N. Forbes, D.S.C., R.N., her commanding officer, told our reporter that there had been no untoward incident during the commission—the ship had done a straight-forward job of work in a straight-forward way.

During the commission Protector penetrated farther south than in previous seasons crossing the Antarctic Circle. "Bluenose" certificates were issued to the crew.

After leaving Portsmouth last October the ship spent a few days in Portland and then sailed for Gibraltar. From The Rock, Protector sailed for Santos, Brazil, called at Las Palmas en route and then on to Punta del Este in Uruguay where the twentieth anniversary ceremony of the Battle of the River Plate, held year by year, by the British Community.

WORK AMID GALES

H.M.S. Protector arrived at her base in the Falkland Islands, Port Stanley on December 1st and through this port she worked amid the gales and bad visibility of the South Antarctic for the next four months with one break of short duration at Montevideo.

During her season on the station Protector took the Governor of the Falkland Island Dependencies to the South Sandwich Islands which form the eastern limit of the dependencies. Survey work took place as occasion offered.

Protector sailed from Port Stanley on March 29 this year, returned home via the west coast of South America, sailing through the Straits of Magellan and 540 miles of inland waterways. Five days were spent at Valparaiso and a call was made at Callao, the port of Lima where the ship took part in the Queen's Birthday celebrations.

Staying one day at the United States base of Rodman, the ship then made

her way through the Panama canal and on to Bermuda where four days were spent.

When our reporter visited the ship last October he saw dozens of boxes of rug kits going on board and upon asking whether these were made up, he was informed that none were left.

In a ship of Protector's size, 4,250 tons full load, and with the arduous work which has to be carried out in sometimes very bad conditions, there is not a great deal of spare time for anyone but the spare-time activities, apart from rug-making, included a good concert party, carpentry (one man made a large-sized rocking horse for his child), carving of whale's teeth obtained from South Georgia, and so on.

Among the outdoor activities there was skiing under the direction of the Officer Commanding Royal Marines and the Sergeant-Major, a number of the participants achieving considerable skill, shooting and fishing. Sea trout gave the best sport, the biggest caught being one of 11½ lb.

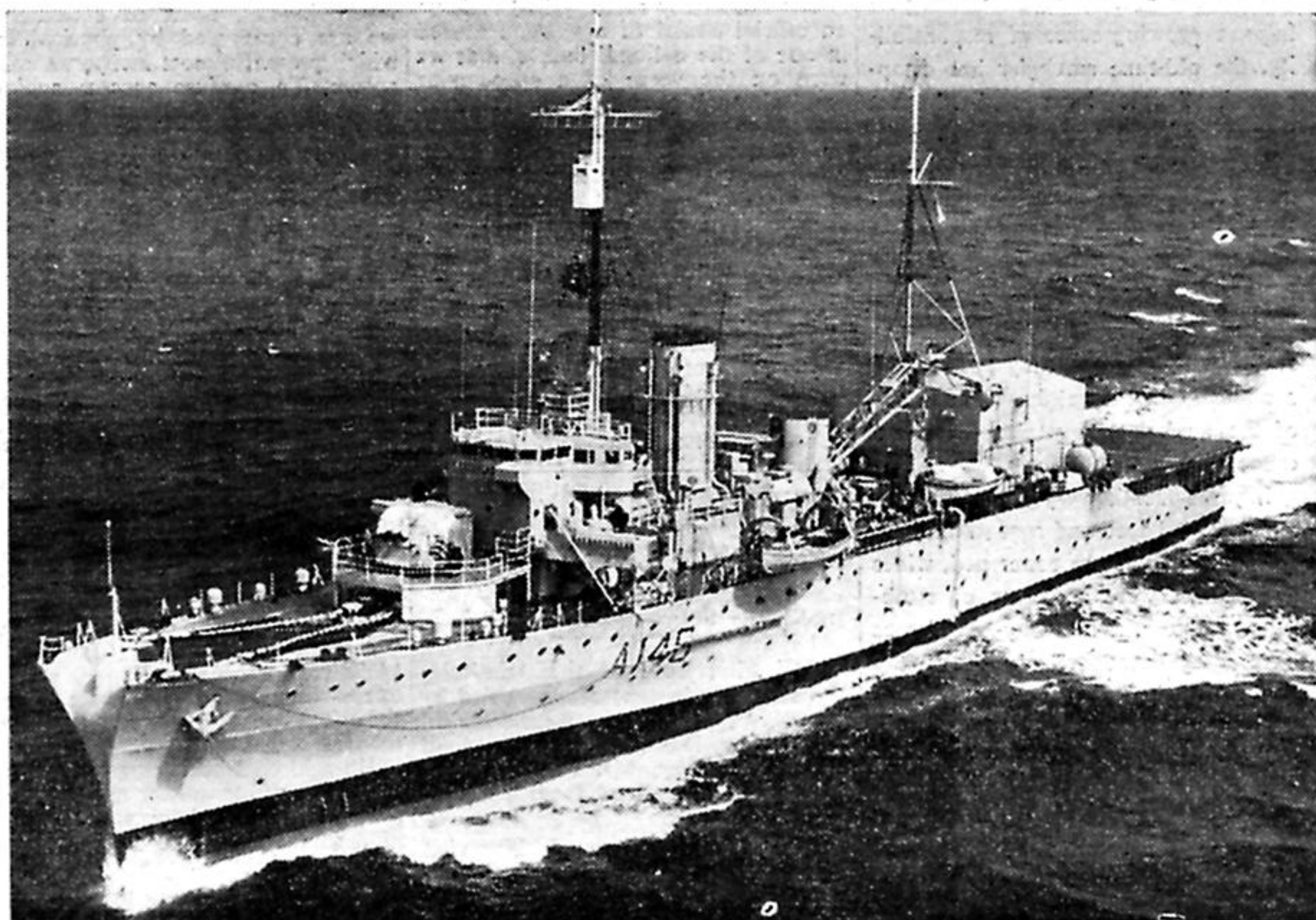
MAIL PROBLEM

The best fish were well away from the Falkland base, but parties were taken to the best rivers by helicopter.

The biggest disadvantage of the season in Protector is the mail problem—the longest period on this commission without letters was 43 days.

The complement of Protector is 20 officers, and 240 ratings, which include 30 Royal Marines. The ship carries two helicopters and a flight of three pilots and one observer with a ground crew of 12.

Up to now the commission in Protector has been of one year's duration, but in future the length will be two years, one half of the crew being changed each year.



Protector in the Bay of Biscay on her way to Antarctica last October

Queen to launch Dreadnought Trafalgar Day Ceremony

It was announced in the House of Lords on May 25 that H.M. The Queen is to launch Britain's first nuclear submarine, H.M.S. Dreadnought, at Barrow-in-Furness on Trafalgar Day, October 21.

Lord Carrington, First Lord of the Admiralty, stated during a Naval debate that "We are making every effort to get the Dreadnought to sea as soon as we can." He also stated that the Admiralty is planning a second nuclear submarine and provided a suitable contract can be negotiated it is intended to place an order within the next two months or so.

During the debate Lord Carrington said that the Admiralty had not decided to scrap any Battle class destroyers, with the exception of the Hogue, which was damaged during a collision last year. Her place was taken by H.M.S. Finisterre.

The First Lord also stated that half a dozen Battle class destroyers were surplus to requirements and were being put up for sale.

The 14 early Battle class are Gravelines, Sluys, Armada, Saintes, Solebay, St. James, Vigo, Hogue, Lagos, Barfleur, St. Kitts, Trafalgar, Camperdown and Finisterre. It is assumed that the six to be offered for

sale would have to come from this class, and Vigo, Barfleur and St. Kitts have already been mentioned.

The early Battles were laid down in 1942 and 1943 and were designed for operations in the Pacific.

Eight later Battle class were laid down in 1943 and 1944. They were Agincourt, Aisne, Alamein, Barrosa, Corunna, Dunkirk, Jutland and Matapan.

Getting Vanguard ready for the Breakers

H.M.S. Vanguard is at present transferring the staff of the Flag Officer Commanding Reserve Fleet to the new headquarters in H.M.S. Sheffield.

It is expected that she will be broken up, possibly in Scotland, soon after the middle of the year.

Read-Admiral M. Le Fanu, D.S.C., is to be Flag Officer Second-in-Command, Far East Station, in succession to Vice-Admiral V. C. Begg, C.B., D.S.O., D.S.C., to take effect in July.

Three missing after liberty boat collision

ONE of H.M.S. Dolphin's liberty boats was in collision with the Isle of Wight steamer Brading on the evening of Friday, May 13, and as a result three men are missing, feared drowned.

Those missing are A.B. V. W. Gleeson, A.B. M. J. Luby and Mr. C. Gubbs, a leading draughtsman. In addition five naval personnel and two civilians were injured, two seriously.

An inquiry is being held. The crash occurred just after the harbour launch had left Dolphin for H.M.S. Vernon, and the Brading was on her way to Ryde.

The Brading struck the liberty boat on the port quarter and the stern partially ripped away. A dozen or more of the 35 people in the launch were thrown into the water.

The Dolphin boat remained afloat and was towed to Marlborough Pier, H.M.S. Vernon, by the Gosport ferry boat Ferry Princess.

Twenty-five years, as Admiral of the Fleet

ON the 25th anniversary of his promotion to the rank of Admiral of the Fleet, Their Lordships have sent a letter of congratulation to Lord Chatfield.

In it they recall his distinguished Naval Service, including appointments as Flag Captain to Admiral Beatty during the Great War; Controller of the Navy from 1925 to 1928; Commander-in-Chief, Atlantic Fleet, from 1929-30; Commander-in-Chief, Mediterranean, from 1930 to 1932 and finally as First Sea Lord from 1933 to 1938, in which last appointment he bore a heavy responsibility for the readiness of the Royal Navy for the Second World War.

Bomb destroyed

A 500-lb. British general-purpose bomb, picked up by a fishing boat in her trawl, and taken to Shoreham was destroyed by a team from the Portsmouth Command Bomb and Mine Disposal Unit, H.M.S. Vernon.

Lieut.-Cdr. W. McLanachan, R.N., the Command Bomb and Mine Disposal Officer, said that the bomb was so corroded that it was dangerous to explode it in the vicinity of Shoreham Harbour and the team took it out to sea and exploded it. He considered that it had been in the sea for 20 years.

Admiral Sir John Edelman was 69 and Admiral Sir Patrick Brind 68 on May 12.

It is understood that H.M. Canadian ships Gatineau, St. Croix, Terra Nova and Kootenay are to visit Portsmouth from July 27 to August 3. These ships are of the new destroyer escort class.



All the talking in the world won't convince a cigarette smoker that one brand is better than another. It's a matter of personal enjoyment. And the reason why Senior Service have grown in popularity is that more people enjoy them.



VIRGINIA TOBACCO AT ITS BEST

WELL MADE • WELL PACKED

Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.),
Royal Naval Barracks, Portsmouth,
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

AROUND our shores are innumerable coves, caves, tunnels and houses which, locally at any rate, have, in the past, had associations with smugglers.

With the passing of time and, perhaps, a growing sense of responsibility, the old-time smuggler has disappeared. People have realised that smuggling is not worth the candle.

Officers and men in the Royal Navy are, in the main, among the most law-abiding people, yet on occasions some misguided individuals attempt to break the law regarding smuggling. Such individuals do a great dis-service to the Navy. Not only are they committing a crime against naval law and the law of the land, but they also commit a crime against their fellows.

In years past the very great privileges regarding tobacco and rum ration and, so far as officers are concerned, wines and spirits, were a matter of established custom, but today the issues have a legal standing, and where the law has laid down certain rules, the law can amend these rules or even take them away altogether.

Although, strictly speaking, the offer of a duty-free cigarette to anyone is contrary to the law, such an action cannot be regarded in too reprehensible a light, but the giving away, or worse still, the selling of a packet of cigarettes, is a very different kettle of fish.

The tobacco issue, rum issue and the privileges granted to the Royal Navy should be most jealously guarded, and it behoves everyone to see that the privileges now obtaining are not endangered.

Admiralty not living in cloud cuckoo land

MISSILE SUBMARINE STILL A MAJOR THREAT

IT would be hard to find a subject more at the mercy of wild rumour than that of anti-submarine warfare, and in particular, submarine detection. The very fact that it lies at the heart of Naval scientific research and development, much of it necessarily secret, makes any reasoned bid for sanity more than usually difficult.

The Admiralty recently had to issue an official denial of a story, featured in one of the national dailies, that we were on the verge of a spectacular break-through in methods of detecting nuclear submarines, at a range of 1,000 or more miles. This, if true, would have meant that the problem of determining the instant whereabouts of the "lone ranger" type of missile-carrying submarine, perhaps the most vital strategic concept of today, was as good as solved.

Official statements about progress in submarine detection rightly indicate a general encouraging progress, such as a new Asdic set with several times greater range than anything we have hitherto possessed; the enlisting of the

helicopter equipped with dipping asdic; the concept of the "killer" submarine with its special detection devices. But here we need a distinction. In the field of shipping protection, where the submarine or "wolf pack" must close in to attack, we can expect ever increasing effectiveness in our counter-measures.

The matter is altogether different when it comes to hunting for a lone nuclear submarine operating anywhere in vast areas of ocean. Here we are confronted by physical laws which present almost insuperable difficulties. To confuse success achieved in the more limited sphere of shipping protection with any spectacular "break-through" in trans-ocean is to live in Cloud Cuckoo Land.

The reality, which must be faced, is that the missile-carrying nuclear submarine, able, submerged, to communicate with its base, is likely to remain the free world's greatest potential threat.

FIRST LORD VISITS SCOTLAND

THE First Lord of the Admiralty (Lord Carrington) accompanied by the Naval Secretary, Rear-Admiral F. R. Twiss, D.S.C., and the Principal Private Secretary, Mr. P. D. Nairne, M.C. visited Scotland from May 10 to May 12.

On the first day of his visit he visited three shipyards—Scott's, Alexander Stephen's and Fairfields—to see H.M. ships under construction, including the cruiser Blake.

On May 11 the First Lord's programme included the shipyards of Yarrow and Co., Ltd., and John Brown and Co., Ltd., (where the guided missile ship Hampshire is building) and the Yarrow Admiralty Research Department at Scotstoun, where marine nuclear propulsion is being studied.

After spending the night on May 11 at the home of the Flag Officer, Scotland, he visited H.M. Dockyard and other naval establishments in the Rosyth area on the following day before returning to London.

FORTHCOMING PARADE MAY BE LAST

RESPONDING to the toast to the Imperial Forces at the Portsmouth Mayoral Banquet on May 24, the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power) referred to the ceremonials which take place in the life of great cities such as Portsmouth.

He said that such ceremonials take up time and manpower and intimated that the Royal Navy would not be able, in the future, to do as has been done in the past.

He went on to say that the forthcoming parade on Southsea Common to mark the Queen's official birthday may be the last of such occasions.

H.M.S. Wakeful is to take a silver gilt casket containing a facsimile reproduction of the Laws of Oleron to the small island in the Bay of Biscay named Oleron on June 7.

The flagship of the United States Coastguard Practice Squadron, the Eagle, a three-masted barque, has a sail area of 21,350 sq. ft. She is due to visit Portsmouth in July.

LETTERS TO THE EDITOR

When Hannibal rammed the Prince George

AN OLD SAILOR RECALLS OFFICIAL OPENING OF CHATHAM BARRACKS

SIR,—I wonder if any of your readers can recall the following which took place during night manoeuvres—with all lights out.

It was the first time this exercise had been carried out without navigation lights and it took place off the coast of Spain with the Channel Fleet under the command of Lord Charles Beresford.

I was serving in the four-funnelled cruiser Sutlej and the date was November, 1903.

The battleship Hannibal rammed the battleship Prince George on the starboard quarter and very quickly she settled down in a sinking condition, only about two feet of her quarterdeck above water, but owing to the efficiency of the officers and ship's company, who closed all water-tight doors and shored up the bulkheads, the ship was saved.

She steamed into Ferrol in Spain accompanied by the fleet and as soon as the fleet anchored, the divers built a coffer dam around the huge hole and eventually she was made safe to return to Portsmouth.

The Sutlej was due to pay off and so we were detailed to escort her home.

It was customary, in those days, to cheer out the paying off ship as, with paying off pendant trailing behind, she made for home, but I am sure the cheers that day were more directed at the Prince George.

She arrived safely home and King Edward VII made a special journey to Portsmouth and addressed the ship's company and congratulated them for their good work in saving the ship.

We proceeded to Chatham, paid the Sutlej off, deposited our gear in R.N. Barracks, Chatham, and went on 10 days' leave, returning to officially open R.N. Barracks. Immediately after mid-day, the same day, we entrained for Pompey to commission H.M.S. Berwick at Farewell Jetty on December 9, 1903. We sailed for North America and West Indies on December 17.

The Berwick eventually joined up with the famous Second Cruiser Squadron later commanded by Prince Louis of Battenburg.

Whilst under his command we joined in the centenary of the Battle of Tra-

falgar when at Halifax, Nova Scotia. Later we raced home to Gibraltar from New York in seven days, seven hours.

Yours sincerely,
D. BRUNT.

3 Brockway Avenue,
Blackpool.

STRONG NAVAL ASSOCIATION IN NORTHANTS

SIR,—I see your newspaper is of the Royal Navy and the Royal Naval Association.

I think that some mention of the existence of two very active associations in the county of Northamptonshire might interest your readers.

The Northamptonshire R.N. and R.M. Association, H.Q. Northampton, caters for ex-Service personnel in Northampton Borough and the surrounding country.

This association was founded in 1935 and has a paid up membership of 303.

The Northamptonshire R.N. Services Association—H.Q. Kettering—caters for ex-Service personnel in Kettering, Rushdean, Wellingborough, Irthlingborough and surrounding districts.

This was from 1935-1945 a R.N.V.R. and R.N.D. Association and extended its activities in 1946.

It was founded in 1935 and has a paid up membership of 196.

We also have four independent Sea Cadet units. (1) Peterborough, (2) Corby, (3) Kettering, (4) Northampton—not attached to C.C.F. of Schools—all are doing well.

I am the president of both the Comrades Association and of Kettering and Corby Sea Cadets.

Individual members of both associations belong to the Royal Naval Association. I had some correspondence on this with my old friend Admiral of the Fleet Sir John Cunningham.

Yours sincerely,
WELLWOOD-MAXWELL,
Rear-Admiral.

Sudborough Manor,
Kettering.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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Phone 20947

DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home sea service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

SUBMARINE COMMAND

H.M.S. Alcide, August, at Devonport, for service in Fifth Submarine Squadron.

M.M.S. Finwhale, at Birkenhead for service with 5th Submarine Squadron.

GENERAL

H.M.S. Solebay, June 8, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Finisterre, June 8, at Chatham for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Devonport.

H.M.S. Protector, June 9, at Devonport for General Service Commission, Falkland Islands and Antarctic. U.K. Base Port, Devonport.

H.M.S. Cavalier, June 24, at Singapore, for Foreign Service (Far East).

H.M.S. Parapet, June 24, at Malta, for Foreign Service.

H.M.S. Hermes, June 28, at Portsmouth for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Fyne, July 5, at Rosyth for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Lincoln, July 5, at Glasgow for Home Sea Service. Re-commissions October, 1960, for Foreign Service (Far East).

H.M.S. Layburn, July 6, at Renfrew, for Home Sea Service (Boom Defence).

H.M.S. St. Brides Bay, July 15, at Singapore, for Foreign Service (Far East).

H.M.S. Lion, July 19, at Tyne, for General Service Commission Home/Mediterranean (22 months). U.K. Base Port, Portsmouth.

H.M.S. Wizard, July 19, at Chatham for trials. Commissions September 13 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Cassandra, July 19, at Chatham for Foreign Service, Far East.

H.M.S. Londonderry, July 20, at Cowes for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Keppel, August, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, August 16, at Devonport for trials. (Commissions September 27 for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

No. 825 Squadron, August 16, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Victorious, August 16, at Portsmouth, for General Service Commission, East of Suez/Home, (19 months) U.K. Base Port, Portsmouth.

H.M.S. Lewiston, August 31, at Portsmouth, for Home Sea Service. U.K. Base Port, Rosyth.

H.M.S. Brave Swordsman, end August at Portsmouth for Home Sea Service. U.K. Base Port, Portsmouth.

No. 893 Squadron, September 1, at R.N.A.S. Yeovilton for Overseas Service (H.M.S. Centaur).

H.M.S. Centaur, September, at Portsmouth for Home Sea Service. (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. Caesar, September 13, at Rosyth for trials. Commissions November 22 for Foreign Service—Far East.

H.M.S. Shoulton, September at Portsmouth, for Home Sea Service. U.K. Base Port, Rosyth.

H.M.S. Caprice, September 29, at Singapore for Foreign Service (Far East).

No. 813 Squadron, October 1, at R.N.A.S. Culdrose for Overseas Service (H.M.S. Hermes).

H.M.S. Crane, October 12, at Singapore for Foreign Service (Far East).

H.M.S. Duchess, November 8, at Portsmouth for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, November, at Devonport for trials. (Commissions January 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, November, at Chatham for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port under consideration.

H.M.S. Plymouth, December 1, at Devonport for trials. Commissions April 11, 1961, for General Service Commission, Home/Med. (23 months). U.K. Base Port, Devonport.

H.M.S. Leopard, December 6, at Portsmouth for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Whirlwind, mid-January, at Rosyth for trials.

H.M.S. Battleaxe, January 31, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January at Chatham for General Service Commission, Med./Home (24 months). Place of commissioning and U.K. Base Port under consideration.

H.M.S. Blake, end January, at Clyde for trials. Home Sea Service Commissions, June, 1961, for General Service Commission.

H.M.S. Cook, end January, at Singapore for Foreign Service.

H.M.S. Belfast, February, at Singapore for Foreign Service, Far East.

H.M.S. Troubridge, February, at Portsmouth for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

700 Z Flight, February, at R.N. Air Station, Lossiemouth, for I.F.T.U.

H.M.S. Eastbourne, April, at Chatham, for General Service Commission, Home/East of Suez (20 months). U.K. Base Port under consideration.

H.M.S. Chichester, April, at Chatham, for General Service Commission Home/East of Suez (18 months). U.K. Base port under consideration.

H.M.S. Berwick, April, at Belfast for General Service Commission. U.K. Base port under consideration.

H.M.S. Scarborough, April, at Portsmouth, for General Service Commission. U.K. Base Port, Portsmouth.

H.M.S. Loch Lomond, April, at Chatham, for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port under consideration.

MOTORING NOTES

HOW DO YOU FARE WITH YOUR GARAGE?

Motoring correspondent has his troubles too

MOST motorists in their time have been heard to grumble about garages; their high charges for a low standard of work; failure to carry out all the scheduled operations in a routine service; leaving dirty finger marks on upholstery and so on.

For several years in the Motor Trade I used a company car and rarely experienced dissatisfaction myself for obvious reasons since I was invariably the boss and my car was properly looked after.

For the last three years, however, as a self-employed person supplying his own transport, I have gradually realised that many garages are in fact guilty of the charges levelled against them. I have found this particularly so with my latest car, purchased new in January this year.

AFTER SALES SERVICE

The first spot of bother with my car arose from bad starting from cold. Although quite capable of dealing with this myself, the time could not be spared and it was left for the agents to deal with at the first 500 miles free service. The joke was on me!

The day after this service was carried out it took just seven long minutes using all the tricks I could think of before the engine would start, whilst my wife became more and more cross as she was obviously going to be late for an appointment.

After telling the agents what I thought I checked the carburettors where the fault obviously lay. The car is fitted with twin S.U. carburettors and pretty nearly everything which could be wrongly adjusted had been, presumably from ignorance.

The dashpot dampers, which require only five drops of oil, had about a tablespoonful in them which had to be drawn off by syringe; they were completely out of tune, one being rich and the other weak, whilst the choke did not operate at all except to open the throttle wide. It took over an hour to rectify the faults and the engine is now a certain first-time starter.

The second spot of bother arose when a heavy rattle developed around the front end of the car which I eventually traced to the steering. I was repeatedly fobbed off by the garage until I finally insisted that the complete rack and pinion steering assembly be changed. This completely cured the trouble.

The serious aspect of these troubles is that although I am technically qualified and well known to the agents they still tried to prove me wrong and that they were in the right. I am now, of course, wondering how many "suckers" are running around putting up with troubles which ought

to be rectified but which have been glossed over by the garage.

I am quite certain that had I not been in a position to stick my toes in, my own car would still have been starting badly and rattling at the front.

THE LAST STRAW

Last week I merely wanted the engine oil changing, which was done. Next day I checked the level of oil and found the sump overfilled by at least one pint and one inch too high on the dip stick.

A. E. MARSH.

N.A.A.F.I. INSTALMENT CREDIT SCHEME

SERVICE personnel over 17½, their families and other entitled persons, may now obtain certain domestic appliances and other durable goods on instalment credit terms from the N.A.A.F.I.

The limits of credits are: (a) officers—£120; (b) Petty officers and above—£80; (c) Leading Seamen and below—£40; (d) welfare committees and Messes—no limit is laid down, but amount of credit must not be unreasonable to the size of the Mess and goods must be for the bona fide use of the Mess; (e) civilians authorised to deal—£100.

The minimum value of purchase is £10 and all items subject to discount will be discountable from the full retail value of the items at 5 per cent. A deposit of 10 per cent. of the retail value of the goods must be paid before delivery, and payments must be completed within 12 months from the date the customer takes delivery.

An extended credit charge of 1d. per £1 per month of the instalment credit agreement is added to the balance to be paid after the deduction of the deposit.

Australian naval authorities have opened an inquiry concerning minor damage to wiring in H.M.S. Anchorite (Lieut.-Cdr. W. L. Owen R.N.). Anchorite is a submarine of the Fourth Submarine Squadron based at Sydney, N.S.W.

COMING OF AGE CELEBRATION

H.R.H. the Duchess of Kent, Chief Commandant of the Women's Royal Naval Service, was present at a reception held at St. James's Palace on Monday evening, May 16, to mark the 21st anniversary of the formation of the W.R.N.S.

It was in April, 1939, that the late Dame Vera Laughton Matthews was appointed first Director of the reformed W.R.N.S.—pioneered, of course, in 1917-19—and recruiting opened for the service, which was to

reach a peak strength during the last war of nearly 75,000 officers and ratings.

The reception was attended by some 500 serving and retired officers of the W.R.N.S., including the Director (Miss E. L. E. Hoyer-Millar, O.B.E., Hon. A.D.C.) and three past Directors—Dame Mary Lloyd, D.B.E., Dame Nancy Robertson, D.B.E., and Dame Jocelyn Woolcombe, D.B.E. The Directors of other Women's Services were also present.

bership is going up and with the delivery of the branch standard plans for the Dedication ceremony are taking shape.

The branch now have two Wrens who are members, and members are very pleased to see some old faces turning up again.

The total amount made at the dance in H.M.S. Calliope was over £30, of which more than half came from the Ladies' stall.

The branch was invited to the re-commissioning of H.M.S. Northumbria and it was very interesting indeed. Afterwards members were entertained on board H.M.S. Calliope.

The darts and domino shields were won by Shipmate Denton and Shipmate Jennings.

Association reports from Bedford, Dartford, Gainsborough, Gosport and Welling will appear in our next issue.

has won the "Don Murray" for Number 2 Area.

The cup was presented branch by the Area chairman mate Gower, during what regrettably, his farewell visit branch. Number 2 area's lo undoubtedly be Portsmouth's.

The Whitstable secretary that at the time of writing, let 50 per cent of branches in the dedication ceremony of the stable Standard on Sunday, have replied and, naturally, branch is anxious to make occasion a most successful of appeals to branches to supply members of his branch.

Mrs. John Diefenbaker, v Canada's Prime Minister, is the 27,000-ton Canadian Pacific Empress of Canada on May Vickers-Armstrong's yard, V on-Tyne.

SHIPS OF THE ROYAL NAVY No. 55 H.M.S. MOUNTS BAY



H.M.S. Mounts Bay, an A.A. Escort type frigate of 2,420 tons (full load) was built by William Pickersgill Ltd., of Sunderland and completed by John I. Thorneycroft and Company Limited, Southampton. Laid down in October, 1944 she was launched on June 8, 1945 and completed on August 11, 1949.

Her dimensions are 307½ ft. (o.a.) by 38½ ft. and her complement is 157.

Designed primarily for anti-aircraft escort duties, vessels of this class are now officially classed as second rate frigates.

A short history of H.M.S. Mounts Bay appears on page 6.

Albums capable of taking 64 post cards of "Ships of the Royal Navy" series, may be obtained from the Editor at 8s. 6d., including postage. The albums are bound in stiff blue covers, blocked with the figurehead of H.M.S. Victory in gold.

PAINTED PICTURE IN HALF AN HOUR

LIEUT. G. R. Deakins, R.N. (ret.), Lat one time First Lieutenant of H.M.S. Victory (Ship) and a regular contributor to "Navy News," appeared on the West of England Television item "View" on May 25.

The programme opened with Lieut. Deakins preparing to paint a picture to be completed within less than half an hour. Using a palette-knife technique, the artist produced the painting within the time limit and, as those who know George and his colourful paintings would appreciate, it was a picture which would grace any room.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
R. H. T. Hoare, JX154152, J. Bradley, JX142931, W. F. Wyatt, JX161773, S. R. J. Back, JX153231, B. E. E. Lucas, JX164109, A. Scott, JX150436, E. J. H. Hayes, JX147957.

To Master-at-Arms
B. Byrne, MX667543, J. Hurry, MX801745, R. J. Parfitt, MX767074.

To Acting Chief Engine Room Artificer
C. K. Hennessy, MX890979, W. Shepherd, MX73982, R. E. Allen, MX88252, R. Smith, MX120614, L. C. Gilbert, MX716124.

To Chief Engineering Mechanic
M. B. Chilton, KX93977, A. E. James, KX114355, A. W. Powell, KX844970, R. F. Rae, KX837750, A. G. Pearson, KX87877.

To Chief Shipwright Artificer
M. J. Whyman, MX621874.

To Acting Chief Electrical Artificer
J. Graham, MX645969, C. B. Hillier, MX857621.

To Acting Chief Electrical Mechanician
P. W. Taylor, MX804561, C. E. Blythe, MX834403.

To Chief Electrician
W. A. Bennetton, MX856035.

To Chief Petty Officer Writer
K. M. Brown, MX789913.

To Chief Radio Communication Supervisor
A. Abraham, JX138543, S. A. Sydes, JX712376, A. C. Briggs, JX712500, T. B. McLean, JX646008.

To Chief Communication Yeoman
F. W. Johnson, JX161668.

To Sick Berth Chief Petty Officer
V. J. Cottrell, MX828779.

To Stores Chief Petty Officer (S)
A. R. Brown, MX866896.

To Acting Chief Aircraft Artificer (O)
R. E. Gamblin, L/FX669046.

To Acting Chief Aircraft Mechanician (O)
C. E. Gray, L/FX774252, R. E. Reynolds, L/FX87872.

To Chief Air Fitter (O)
S. C. Philpott, L/FX670811.

To Acting Chief Radio Electrical Mechanician (Air)
J. Crofts, L/FX833820, I. J. Williams, L/FX846009.

To Chief Wren (Quarters Assistant)
H. I. Grimmer, 67355.

ROYAL SAILORS' 'RITZ' OPENED AT DEVONPORT

VICE-ADMIRAL Sir St. John R. J. Tyrwhitt, Bt., C.B., D.S.O., D.S.C. Second Sea Lord and Chief of Naval Personnel, officiated at the Official opening of the new Royal Sailors' Rest, Albert Road, Devonport, on May 27, and the Chaplain of the Fleet, the Ven. Archdeacon John Armstrong, O.B.E., Th.L., Q.H.C., also took part in the ceremony.

This fine new building (which has become known locally as the Royal Sailors' "Ritz"), of which Miss E. M. Carr is Lady Superintendent with Miss J. M. J. Croger as her assistant, has in the short time since it opened its doors proved to be a most popular venue for personnel of the Royal Navy and other Services and indeed its amenities are stretched to the uttermost.

There is every evidence that many men have been helped spiritually, and there is no doubt that this new building, which replaces that destroyed by enemy action in 1941, promises to fulfil all the traditions established over 80 years ago when Dame Agnes Weston, G.B.E., L.I.D., founded this society.



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H.M.S. Hermes—first part of maiden commission completed

READY FOR SERVICE IN MEDITERRANEAN

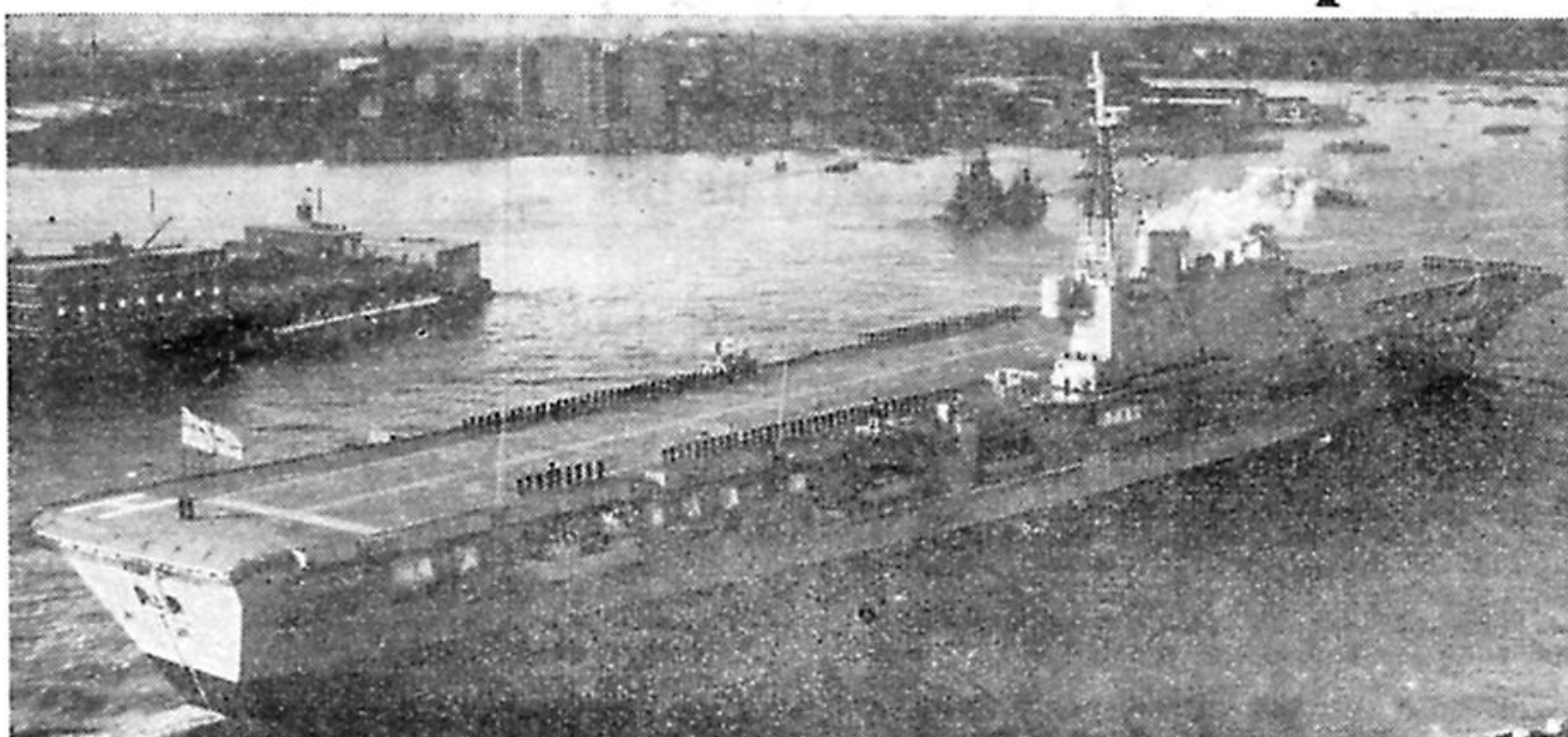
Many visitors to Britain's latest carrier

A SPELL at Gibraltar, a trip to Paris, a visit to Le-Havre, combined with the completion of her Flying Trials, and Hermes can say that she has successfully completed an important phase of her maiden commission.

At the end of all this a "Families' Day" at sea was arranged, relatives and friends being brought by launch to Spithead where they embarked to witness a typical day of carrier life.

This memorable event concluded the first six months on board. Being Britain's latest carrier, the ship is frequently playing host to parties of visitors. Perhaps one of the most varied and picturesque groups was that of the 40 N.A.T.O. Chaplains, representing 12 different countries, who visited Hermes during their recent conference.

Other important visitors (not in-



H.M.S. Hermes entering Portsmouth Harbour.

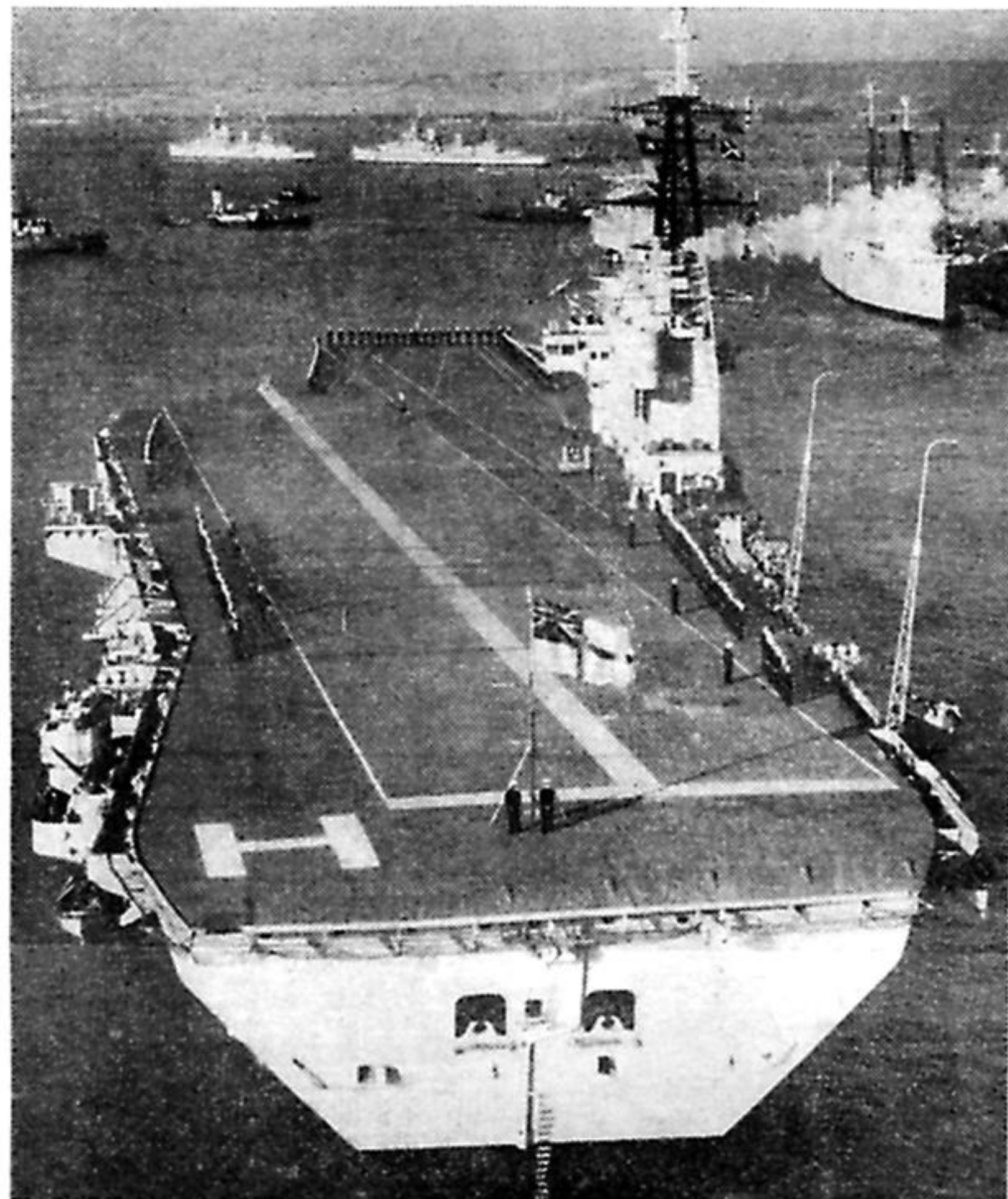
cluding Customs Officers) were the Civil Lord of the Admiralty, Director General Ships, the Commander-in-Chief, Portsmouth, and the Commodore Naval Drafting. Their presence was of real interest, since many of them subscribed to the popular 20 minute daily programme "Hermes Tonight," by explaining their work and saying what does happen and is happening inside the Admiralty, both in London and at Bath.

When Hermes was at Barrow-in-Furness, although not fully commissioned, the crew took every advantage of the local sports facilities afforded. These included cricket, soccer and hockey. Now, as a fully commissioned unit of the fleet, reasonable teams are being formed. Recently at Le-Havre, the local team was beaten at soccer by one goal to nil. The immediate impression after this victory, both by the French Press and spectators, was that Hermes had fielded a first-class team.

In Badminton, the ship had its first serious contest against Victorious, from whom it stole the Curacao cup. This was the first inter-ship win and the first loss of Victorious.

The ship will commission for General Service at the end of June and sail for the Mediterranean. Shaken down, worked up and trials

over, the "happy Hermes" will, it is certain, be a most efficient unit of the fleet and will make her presence felt in all fleet activities.



This picture gives an excellent idea of the pilot's view as he approaches to land on.



Lieut. D. A. Hanson, R.N., of 700 Squadron, the first pilot to land on the ship, cuts a cake in the presence of Capt. D. S. Tibbits, D.S.C., R.N.



The first aircraft to land on during flying trials—a Gannet of 700 Squadron.



"—and hunger, not of the belly kind that's
Banished with bacon and beans,
But the gnawing hunger of men for
A home and all that it means.

(APOLOGIES TO THE LATE DAN MCGREW)

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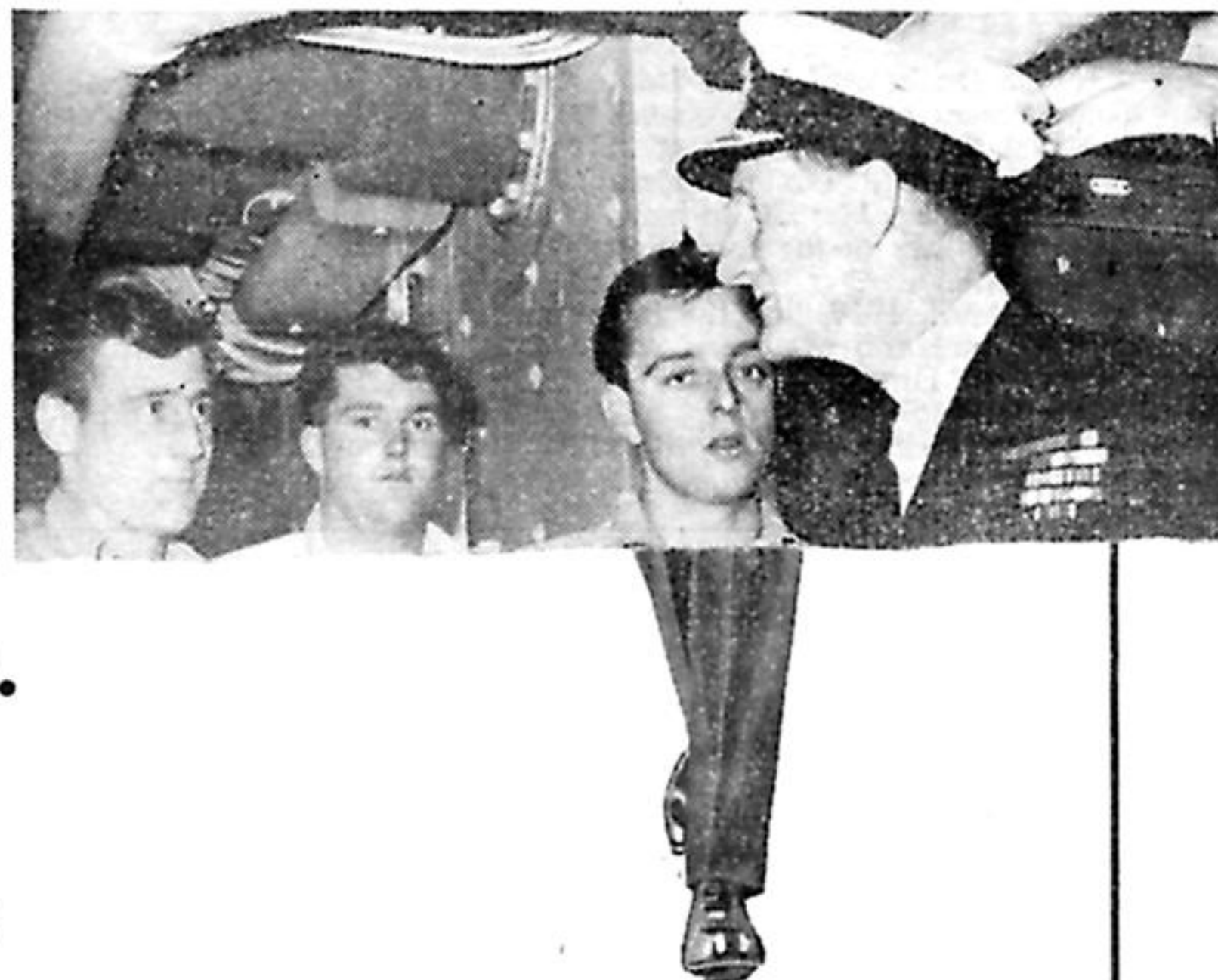
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Get in touch with Daring before eloping

H.M.S. Daring joined the Home Fleet at the end of March and, during April, the ship's company enjoyed a well-earned leave with their families, many of whom were waiting for the ship at Devonport when the ship arrived.

One of the amusing leave stories was the one about the rating who hitch-hiked up to Scotland with his girl friend and they were given a lift to the south side of Gretna. While walking through the town, they were offered rooms at £10 10s. a week each, with an assurance that they would be quite safe from their parents! If anyone has any ideas on an elopement it is suggested that he first ensures he has a healthy bank balance and then writes to Daring.

Some of the statistics of the ship so far, are worthy of note. Daring has steamed 33,000 miles in 2,277 hours, firing 18,432 rounds of ammunition, 122 squids and 23 torpedoes and drinking 8,264.4 pints of grog. The ship visited Bremen and Helsinki during May and Scotsmer on board greatly appreciated sailing up the Clyde.



ite, Dunfermline, and at Helensburgh, Londonderry. Worthy Down and at H.M.S. Dolphin.

Have YOU a personal problem . . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated

COMMUTATION AND EMIGRATION

I go to pension October, 1960, and have the offer of a job in America. Can I commute part of my pension to go there, and draw the remainder over there? Then second; if I decide not to go to the States, and commute £2 a week of my pension for house purchase; to whom do I apply; what notice do they require.

Firstly, your possible trip to America. Commutation of pension can only be allowed for life. That is you agree to give up, say 10s. per week of your pension, and the Admiralty estimate the total amount you are giving up and present that to you as a lump sum. So you will see that commutation of pension is scarcely a suitable way of raising the cash to move yourself and family to America. A better plan would be, I suggest, to ask a bank for a suitable loan. If you haven't a bank account, the "personal loan" scheme will probably be best, though the rate of interest on an ordinary bank overdraft is less—if you already have a bank account, or start one soon. In any case, the rate of interest is not very high. I am not sure how you would have to arrange repayment of the loan from America, but the bank could give you all the gen on that. Certainly, by arrangement with the Director of Navy Accounts, you could draw your pension in America.

Suppose you do not go to America. "Commutation is a privilege which will be allowed only for some definite project which the Admiralty considers will be to the distinct and permanent advantage of the pensioner." House purchase would probably qualify under these rules, and you should apply direct—not through "Service Channels"—to The Secretary of the Admiralty (Naval Pay Branch), either after you have actually gone to pension, or within a couple of

months of your discharge. You cannot in any event reduce your basic pension to less than 14s.

INVALIDING

Much to my sorrow I discovered I have a vertebra at the base of the spine which has slipped some half an inch and I am to be recommended to be discharged unfit for the service.

Apparently now I am an invalid although, I look and feel A1, but I have to keep in regular touch with a local civilian hospital thus losing time and money. My complaint I am told was caused with birth, but I have served 12 and half years in the Royal Navy. I am nearly 29 and an E.R.A. 3rd Class. I have not re-engaged although I had intended doing so. How do I stand for a naval disability pension, or on the other hand, staying in the Navy either permanently, or until my back has been pegged, which I am told is a last resort.

It seems to me that the question of your retention in the Service is a matter only for the doctors, since only they can tell how much your slipped vertebra may affect your performance of your duties. Of course, and I sincerely hope so, they may be able to cure you completely. Or they might find that you were permanently unfit for sea service, but all right for shore service. In such cases the Admiralty will allow retention to complete engagement, only in most exceptional circumstances, and where a man can still give valuable service. You will realise that with the few short billets for E.R.A's, the Admiralty almost certainly could not approve your retention. In any case they certainly could not allow you to sign on for pension.

If you are invalided from the Service, you will not receive a Service Pension because to qualify you need to have completed twelve years'

First Sea Lord forced to relinquish his appointment PROMOTED ADMIRAL OF THE FLEET

Admiral Sir Caspar John takes over

Admiral Sir Charles E. Lambe, G.C.B., C.V.O., who, for some weeks has been in hospital with coronary thrombosis has, on the advice of his doctors, given up his appointment as First Sea Lord, and Chief of Naval Staff which he took over from Admiral of the Fleet Earl Mountbatten in May, 1959.

His decision to relinquish the appointment was made on May 10 and approval has been given by Her Majesty the Queen for Sir Charles' immediate promotion to Admiral of the Fleet, "in special recognition of his outstanding service throughout a long and distinguished career."

Sir Charles condition is now resolving satisfactorily but slowly and it is likely that he may be in hospital for several more weeks.

Admiral of the Fleet Sir Charles Lambe was born on December 20, 1900 and passed into the Royal Naval College, Osborne, in September, 1914. His first sea appointment was H.M.S. Emperor of India in September, 1917 and in this ship he witnessed the surrender of the German Fleet.

In 1925 he was serving in H.M.S.

man's time and to have signed on for pension. But you will be entitled to a gratuity as follows for seven years' man's time £50, eight years £60, nine years £80, ten-eleven years £100. If you reckon the condition of your back is due to your service, you should apply to the Ministry of Pensions and National Insurance for a Disability Pension. They will investigate the circumstances to discover where responsibility lies. If they award a Disability Pension it will be based on the degree of disability from which you suffer. The minimum disability to qualify is twenty per cent. which entitles you to 17s. per week.

A.C.S.S. (Air), promoted to Rear-Admiral in July, 1947 to Vice-Admiral September, 1950 and to Admiral in March, 1954. He was created a C.V.O. in 1938, a C.B., 1944, promoted to K.C.B. in 1953 and to G.C.B. in the Birthday Honours, 1957.

Everyone likes Sir Charles Lambe and it is to be hoped that he will soon be out and about again.

Admiral Sir Caspar John, K.C.B., succeeds Sir Charles Lambe as First Sea Lord and Chief of the Naval Staff.

Admiral Sir Caspar John was born in 1903 and is an officer with unrivalled knowledge of Naval Aviation.

Between the two wars he served in several aircraft carriers. In October, 1944 he took command of H.M.S. Pretoria Castle which had been converted for use as an aircraft carrier, and in the following year he commanded the light fleet carrier Ocean when she first commissioned.

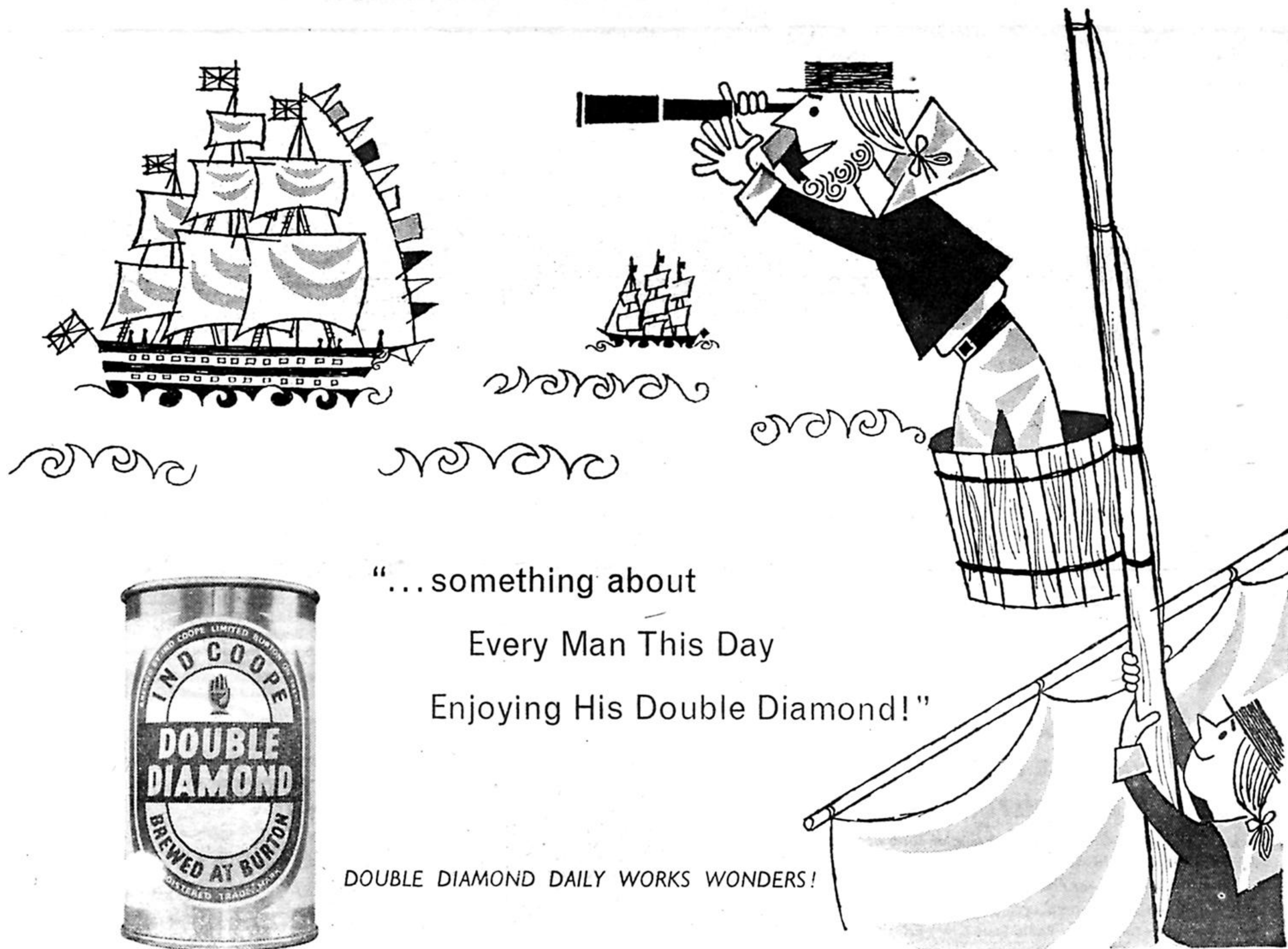
In 1948 he was appointed to command R.N. Air Station, Lossiemouth, after which appointment he served in the Admiralty as Deputy Chief of Naval Air Equipment and later as Director of Air Organization and Training.

Admiral John was promoted Rear-Admiral in January, 1951 and on promotion he was appointed to command the Third Aircraft Carrier Squadron.

In 1952 he became Chief of Naval Air Equipment and Chief Naval Representative at the Ministry of Supply. He was promoted to Vice Admiral in March, 1954, and took up the appointment of Flag Officer Air (Home) in June, 1955.

He was promoted to Admiral in January, 1957—four months before becoming a Lord Commissioner of the Admiralty and Vice-Chief of the Naval Staff.

It was announced in March of this year that Admiral John was to succeed Admiral Sir William W. Davis as Commander-in-Chief, Home Fleet, but in view of this new appointment Admiral Davis will remain for the time being as Commander-in-Chief, Home Fleet, and Commander-in-Chief, Eastern Atlantic.



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BREWED AT BURTON

Mounts Bay spent most of her life in Far East TO BE PLACED IN RESERVE

H.M.S. Mounts Bay (Cdr. W. J. Woolley, R.N.) returned to Portsmouth on May 16 from the Far East Station to pay off and eventually to be placed in reserve.

The ship was laid down in October, 1944 and was launched in June, 1945 at Southampton. She was then laid up and was later completed in April, 1949 at Thornycroft's Woolston.

The first ship to bear the name in the Royal Navy, she is named after the Bay near Penzance in Cornwall, which takes its name from St. Michael's Mount, an island in its midst.

Since first commissioning, the ship spent four commissions on the Far East Station before returning to the United Kingdom in August, 1954. During this period the ship was engaged in the Korean War.

The ship has since been employed on the Home, South Atlantic and South American and West Indies Stations. She rejoined the Far East Fleet in January of 1958, and soon afterwards, in company with H.M.S. Cardigan Bay and H.M.S. Crane, carried out a bombardment of terrorist areas in Malaya in support of an operation by the Security Forces. In October of 1958, she did a cruise along the west coast of Malaya visiting Port Swettenham, Langkawi and Penang.

PRESENT COMMISSION

The present ship's company re-commissioned the ship on November 28, 1958. She worked up off the south-east coast of Malaya, and in particular in the vicinity of Pulau Tioman. After spending Christmas in Singapore, H.M.S. Mounts Bay sailed for Hong Kong where she undertook a two-month period of duty, involving

several patrols off Chinese Communist waters.

The ship returned to Singapore on March 3 and underwent a major refit. During the refit period the officers and men were given leave and visited many places in the Federation of Malaya, including Penang.

In the first week in June the ship went to sea for trials and the second and third weeks were spent working up with the Eighth and Tenth Destroyer Squadrons and the Submarine H.M.S. Anchorite.

On completion of the work-up period the ship spent five weeks in Hong Kong before leaving for a cruise that included Hollandia, Manus Island, Rabaul, Solomon Isles, New Hebrides, Noumea, Sydney, Cairns and Dili before returning to Singapore on October 12.

After three weeks spent on the west coast of Malaya, during which time Royal Malayan Naval Volunteer Reserve ratings were embarked for sea experience, the ship sailed to Addu Atoll in the Maldives Islands, for one month. This period covered Christmas of 1959 and the New Year, and was succeeded by visits to Cochin in India, and Chitagon and Khulna in East Pakistan.

On March 21 this year, H.M.S. Mounts Bay sailed for the United Kingdom, and arrived in Portsmouth on May 16, to pay off and then to be placed into extended reserve.

COMMANDING OFFICER

Cdr. Woolley, the commanding officer of the ship, who saw war service in H.M. Ships Ramillies, Malaya, Nelson, Bermuda and Norfolk, is a Navigation and Direction Specialist and was promoted commander in December, 1956 after he had been the first navigating officer of H.M.S. Ark Royal.

Mounts Bay is 307 feet in length, with a beam of 38 feet and her displacement is 2,400 tons. Her armament is two twin four-inch dual-purpose mountings and two single and two twin Bofor mountings. Her complement is 10 officers and 161 ratings.

(A photograph of the ship appears on page 3.)

Chilean Destroyer at Portsmouth

THE Chilean Navy destroyer, Almirante Williams, one of the two destroyers being built for the Chilean Navy by Vickers-Armstrong Ltd., and which is now on trials, visited Portsmouth on May 10.

The Royal Navy is assisting with the trials, which are being carried out from Portland.

The second destroyer, still being built, is the Almirante Riveros.

HIGH SEAS HAMPERED RESCUE SHACKLETON SAVES TRAWLER

DURING the ordinary day-to-day work of one of H.M. Ships, there are occasional events which, although they may not make the headlines, yet the action taken means lives and ships saved.

One such event took place last month whilst the survey vessel, H.M.S. Shackleton (Lieut.-Cdr. J. C. White, R.N.) was engaged in the search for pieces of the R.A.F. Victor bomber which crashed last year. Diligent search has produced several hundreds of pieces of the aeroplane.

At 0800 on April 9, in a rising force 6 wind and a heavy sea, H.M.S. Shackleton received instructions to proceed to the assistance of the Starbank, a near-water trawler at work off the Smalls, about 20 miles south-west of St. David's Head. It was reported that the trawler had a leak

which she could not control. Speed was increased, and preparations were made to transfer a two-man manual pump by seaboard. Shackleton was stopped about half a cable to windward of Starbank, and despite the state of the sea, the boat was slipped safely. The pump was transferred together with E.R.A. B. Scholes and M.(E) N. Allen and the seaboard was rehoisted.

After about 15 minutes, although the pump was working satisfactorily, the water in Starbank's hold was still rising, so it was decided to put a diesel pump onboard.

HIGH SEAS

There was too high a sea running to transfer this by boat, so the captain told Starbank to come alongside Shackleton's starboard quarter.

Meanwhile, the First Lieutenant, Lieut.-Cdr. J. Paton, R.N., had prepared the necessary gear aft, so that the three-hundredweight diesel pump could be lowered quickly into Starbank's waist. This transfer was also successfully carried out, the trawler only having to remain alongside about a minute before getting clear again, and the inevitable bumping of the two vessels was reduced to a minimum.

E.R.A. Scholes and his assistant soon had the diesel pump working and after a bit it could be seen that the flood water was dropping. As soon as this was learned, Shackleton told Starbank to proceed to Milford Haven and said that she would escort her.

Both vessels arrived safely at Milford Haven at 1300.



"Away seaboard"

Nuclear-powered aircraft carrier to be completed in 1961

POLARIS NOT YET EFFECTIVE

BY DESMOND WETTERN

WORK on the world's largest nuclear-powered ship, the aircraft-carrier U.S.S. Enterprise, is coming on well at Newport News.

The Enterprise will be completed, it is hoped, by late 1961. Recent pictures show that her hull is already completed amidships up to Gallery Deck level.

CENTRALISED CONTROL

General Power, Commander of the U.S. Air Force Strategic Air Command, upon which the delivery of the American deterrent weapons still largely depends, is demanding a system of centralised control for all U.S. strategic forces—which means that even the nuclear-powered missile submarines throughout the world would be under direct control of one man in an underground office in Nebraska. There is a bitter argument raging at present among senior U.S. Navy and Air Force officers over this.

The Navy argues that it is wrong to place the control of the Polaris submarines in the hands of men who five or six years ago were in favour of scrapping the missile and the submarines.

It is admitted, however, that Polaris is by no means an effective weapons system and will not be for a long time yet. Rightly, though, the Navy points

out that the possession of these submarines, each carrying 16 Polaris missiles, would draw an enemy attack away from the American homeland.

This factor and also that the U.S. Navy admit that Polaris is a long way from being an effective deterrent are two points which were made in the recent argument over the scrapping of our own Blue Streak and whether to

have the air-launched Sky Bolt or the submarine-launched Polaris missile to replace it.

U.S. SHIPS WITH BRITISH A/S GEAR

The A/S gear tested in the anti-submarine experimental and trials frigate H.M.S. Brocklesby during her last commission appears to have been adopted in some of the American Fram II modernisations of war-built fleet destroyers. The John W. Thomason is now equipped with Asdic gear which is lowered over the stern until echoes can be received below the thermal layer.

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In Memoriam

Gerald William Smith, Acting Chief Engine Room Artificer, P/MX.833464, H.M.S. Sultan. Died April 24, 1960.

Bernard Joseph Gerard Kelly, Ordnance Artificer 4th Class, P/MX.913721, H.M.S. Leopard. Died April 27, 1960.

Lieutenant-Commander Maurice John Fitzgerald, Royal Navy, H.M.S. Hermes. Died April 28, 1960.

Harry Brundrett, Mechanician 1st Class, P/KX.914155, H.M.S. Sultan. Died May 2, 1960.

Cecil Roy Ridgway, Marine, RM.18375, No. 40 Commando. Died May 3, 1960.

Robert Edward Henderson, Ordnance Artificer 4th Class, P/MX.902480, H.M.S. Cossack. Died May 4, 1960.

Reginald Samuel Cotton, Electrical Mechanic 1st Class, C/M. 982469, H.M.S. Terror. Died May 5, 1960.

Gilbert Lewington, Able Seaman, P/JX.922347, H.M.S. Alert. Died May 12, 1960.

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NEPTUNE'S SCRAPBOOK



Vice-Admiral Sir Kaye Edden, K.B.E., C.B., has been placed on the Retired List to date May 21.

Rear-Admiral V. C. Begg, C.B., D.S.O., D.S.C., has been promoted to Vice-Admiral to date May 21.

He was promoted Captain in 1947 and Rear-Admiral in 1957. He was made a C.B. in the New Year's Honours, 1959.

Rear-Admiral A. A. F. Talbot, D.S.O. and Bar, is to be Flag Officer Arabian Seas and Persian Gulf in succession to Cdre. G. F. M. Best; the appointment to take effect in August.

Capt. J. H. Wright, R.N., R.N.R., has been appointed a Royal Naval Reserve Aide-de-Camp to the Queen, to date from April 29, in succession to Capt. W. C. Shepherd, R.D. and Clasp, R.N.R.

Rear Admiral P. W. Gretton, C.B., D.S.O. and two Bars, O.B.E., D.S.C., is to be Flag Officer Sea Training in succession to Vice-Admiral W. G. Crawford, C.B., D.S.C., to take effect in August, 1960.

Rear-Admiral G. I. M. Balfour, D.S.C., is to be Senior Naval Member of the Directing Staff of the Imperial Defence College in succession to Rear-Admiral P. W. Gretton, C.B., D.S.O. and two Bars, O.B.E., D.S.C., to take effect in July, 1960.

Capt. I. G. Ayles, O.B.E., D.S.C., is to be promoted to Rear-Admiral to date July 7, 1960, and to be Admiral Superintendent, H.M. Dockyard, Rosyth, in succession to Rear-Admiral W. Evershed, C.B., D.S.O., to take effect in September, 1960.

Rear-Admiral G. D. A. Gregory, D.S.O. and Bar, is to be Admiral Superintendent, H.M. Dockyard,

Devonport, in succession to Vice-Admiral L. A. B. Peile, C.B., D.S.O., M.V.O., to take effect in September, 1960.

Surg. Rear-Admiral W. V. Beach, O.B.E., F.R.C.S., has been appointed an honorary surgeon to the Queen in succession to Surg. Vice-Admiral Sir R. Cyril May, K.B.E., M.C., F.R.C.S., L.R.C.P., with effect from April 30.

R.N. AND R.M. REPRESENTED IN Gt. BRITAIN RIFLE TEAM

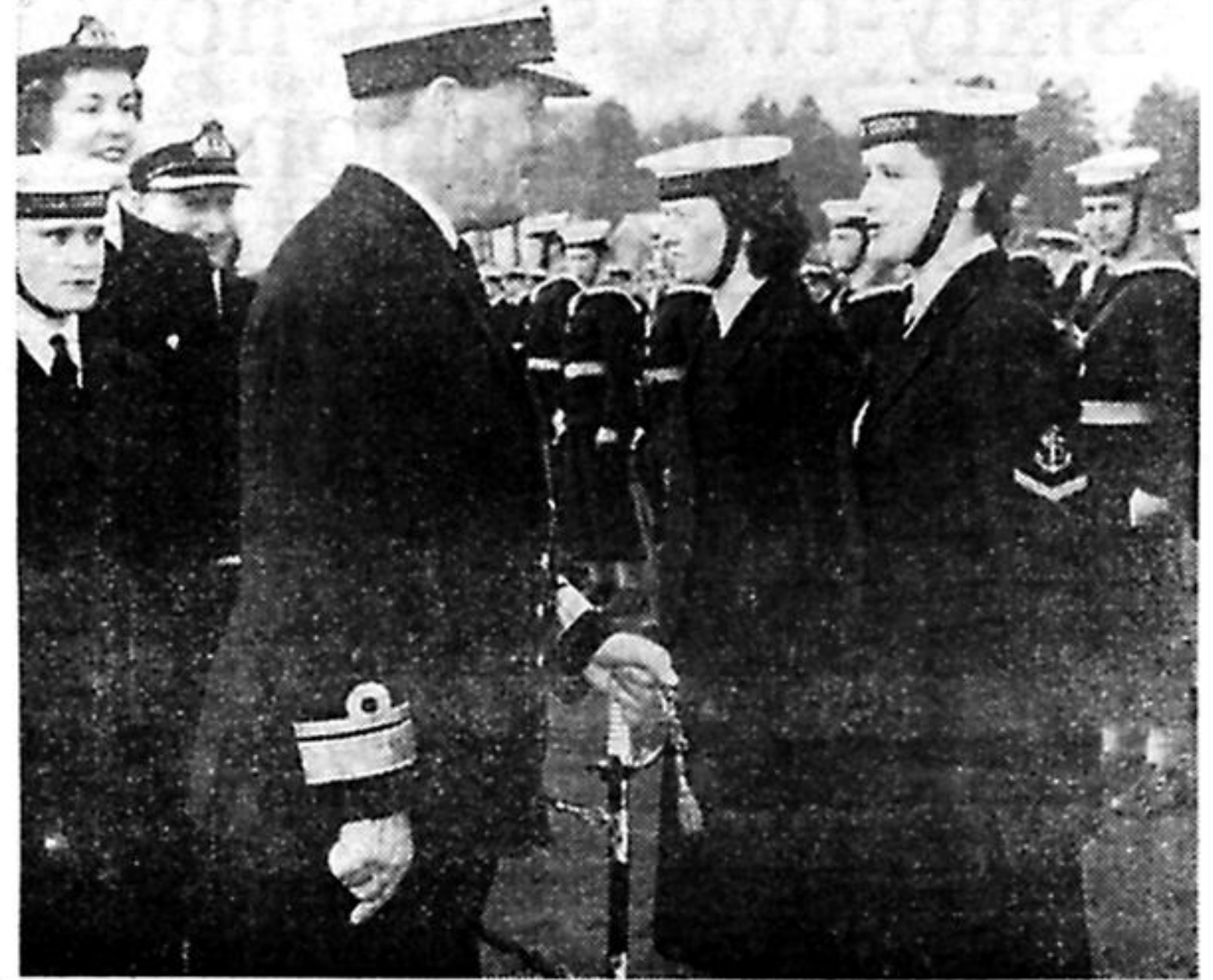
THE Royal Navy and the Royal Marines are to be represented in the National Rifle Association Team, drawn from the whole of Great Britain, which will tour Canada in July and August. C.P.O. R. Jennings of H.M.S. Ariel and Colour Sergeant S. Skippings, R.M., have been selected for the team.

The team will take part in events at the New Brunswick and Prince Edward Island Rifle Association Centenary meeting at Halifax, Nova Scotia, and also events at Montreal and Ottawa.

An item of considerable interest to marksmen is that Chief E.R.A. A. I. Clark of H.M.S. Ariel is well in the running for selection for the 1960 Olympics team of the National Small Bore Rifle Association. It is understood that the final selection will be made towards the end of June.

Miss Barbara Dorey, seriously injured in a collision between H.M.S. Dolphin's liberty boat and the steamer Brading, had to have a leg amputated.

Director-General of Aircraft visits Arbroath W.R.N.S. ANNIVERSARY BALL



Rear-Admiral Mill talking to L./Wren Anne Snowden.

THE end of an old term and the beginning of a new one causes quite an upheaval among the residents of H.M.S. Condor. "Goodbyes" have to be said to many old friends who have completed their courses and "welcomes" have to be given to a lot of new faces, the owners of which arrive at Arbroath full of ambition, and eager to further their careers, or commence them as the case may be.

The news from Condor this month is concerned mainly with the events at the end of the Spring Term. Tuesday, April 19, was the day of the Passing-Out Parade. The Reviewing Officer was Rear-Admiral E. Mill, O.B.E., Director-General of Aircraft. The Guard and Colour Escort were formed from the Petty Officer Air Fitters and Aircraft Mechanics passing-out classes.

In the evening of the same day the ceremony of Beating Retreat was carried out by the Scotland Command Royal Marine Band and the Condor Volunteer Band.

The weather was very pleasant, and both ceremonies were well attended by relatives and friends of the Ship's Company.

Friday, April 8, saw the visit of the Rt. Rev. William A. Hart, D.D., Bishop of Dunkeld, who was to bless the newly opened Roman Catholic Church of Our Lady, Star of the Sea. After blessing the Chapel and celebrating Holy Mass, the Bishop toured the Station.

To commemorate the re-constitution of the W.R.N.S. on April 11, 1939, the W.R.N.S. officers and ratings of H.M.S. Condor held a 21st anniversary ball in the Gymnasium. For the event, the Gymnasium was transformed into a miniature garden, and the guests strolling amongst the foliage included First Officer Carter and a party of Wrens from H.M.S. Unicorn, the Reserve unit at Dundee (Tay Division).

The decorations were magnificent, and included the W.R.N.S. Crest, a chandelier with 21 candles, and the usual key of the door, which, in keeping with the scale of the whole event, was of enormous size.

The birthday cake was cut by Mrs. Tanner, wife of Capt. Tanner, the Commanding Officer of H.M.S. Condor.

Wren Jean Eckford, who was born on the day the W.R.N.S. were re-formed, was presented with the Anniversary Key.

Bishop of Portsmouth at Trafalgar Club

THE Bishop of Portsmouth (the Right Rev. J. Phillips) has accepted the Presidency of the Trafalgar Services Club, Portsmouth, and visited the club on May 23.

The Bishop was shown round the club by the Chairman Captain F. P. T. Brayne-Nicholls, R.N., the Comptroller, Captain C. W. Brockman, R.N., and Rear-Admiral J. R. Cundall.



Sub-Lieut. Warner introduces N.A.M. W. Quinn to the Bishop. In the background is Mons. Fay, the Senior Roman Catholic Chaplain of the Royal Navy.

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MEMBERS I.N.T.A.



GOLDEN JUBILEE OF CANADIAN NAVY

Sixty-two ships now in commission

A MAJOR CONTRIBUTION TO MARITIME STRENGTH OF N.A.T.O.

TWO not-so-young-as-they-were cruisers bought from the Royal Navy sailed from British ports fifty years ago to start a Navy. By the Second World War that Navy was capable of expanding phenomenally to provide the third largest fleet of the Allied powers and today is making a major contribution to the maritime strength of NATO.

These ships, the 3,600-ton Rainbow and the four-funnelled Niobe of 11,000 tons, were the first vessels to be commissioned for the Royal Canadian Navy, which came into being on May 4, 1910, when royal assent was given to the Naval Service Act.

The first to commission was actually the Rainbow at Portsmouth on August 4, 1910, but it was the Niobe, accepted at Devonport on September 6, that was the first to arrive in a Canadian port and consequently occupies a special place of affection in the hearts of the 19,926 men and women at present serving in the Canadian Navy.

The old Niobe, built in 1899 and one of the last of her design, sailed into Halifax—it became the headquarters of the Canadian Atlantic Command earlier the same month—on October 21, 1910, the 105th anniversary of Trafalgar. The Rainbow berthed at Esquimalt, Pacific Command base, on November 8.

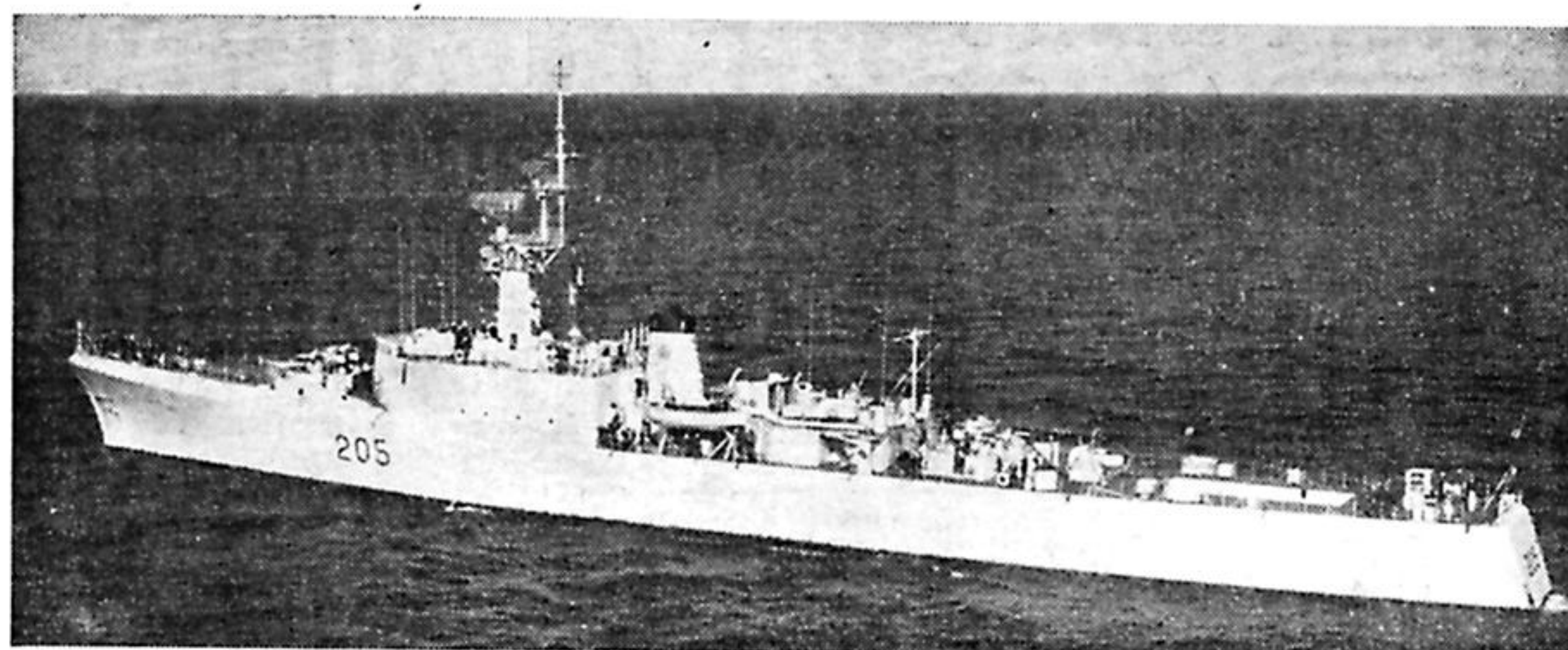
The first ships' companies were provided by the Royal Navy for the two cruisers, which served as training ships for Canadian recruits attracted into the young service by posters issued to post offices for display in the early months of 1911.

Three months before the outbreak of the First World War, the Royal Naval Canadian Volunteer Reserve was established and immediately on the declaration of war R.C.N. ships were placed under the operational control of the Admiralty.

FIRST WORLD WAR GROWTH

The four-year-old R.C.N. responded quickly to the emergency. The Niobe and Rainbow were assigned to coastal patrols; converted yachts, launches, tugs and fishing craft were pressed into service and on the west coast two submarines purchased by the government of British Columbia were manned largely by R.N.C.V.R. personnel. More than 1,500 volunteer reservists went to join the Royal Navy, another 580 Canadians joined the R.N. Air Service and by 1922 R.C.N. had been reduced and its Reserve reached a total of nearly 9,000 officers and men.

The hungry fingers of the post-war economy measures stretched out in Canada as other parts of the world, and by 1922 R.C.N. has been reduced to 366 officers and men, the Naval college was closed and its fleet strength reduced to two destroyers and four trawler-type minesweepers. The follow-



H.M.C.S. St. Laurent, an anti-submarine frigate-type destroyer escort. This class was the first class of major warships to be designed completely in Canada. Of 2,600 tons (full load) displacement, St. Laurent is 366 ft. (o.a.) by 42 ft. beam and has a complement of 290 officers and men.

ing year, however, the Royal Canadian Naval Reserve and Royal Canadian Naval Volunteer Reserve were formed—and these were to prove invaluable in the rapid expansion of the service in the Second World War.

In the late Twenties and Thirties the R.C.N. was rebuilt. In 1931, the Saguenay and Skeena, first warships other than auxiliary vessels to be built for the Canadian Navy, were commissioned and more modern ships were added to its strength. As a result, the R.C.N. numbered 1,770 officers and men, its Reserves 1,800 officers and men and six destroyers, five minesweepers and two training vessels were available when war was declared in September, 1939.

IMPRESSIVE RECORD

Its rapid growth was astonishing. From 11 ships, the R.C.N. grew to almost 400 and from a handful of officers and men to more than 95,000. In cold statistics, its record is still impressive:

25,343 merchant ship voyages with 181 million tons of cargo from North American ports to the United Kingdom were made under Canadian escort.

Canadian warships fought in the Caribbean, the Mediterranean, on the northern route to Murmansk, in European waters and the Pacific.

By themselves or in company with other Allied ships or planes, Canadian ships sank 27 U-boats and sank, destroyed or captured 42 enemy surface ships.

1,748 officers and men were awarded decorations or Mentioned in Despatches. Twenty-four ships and seven motor torpedo boats were lost.

After the end of the last war, there was the inevitable manpower and fleet reductions in the R.C.N., but it has since been rebuilt to enable it to undertake not only national defence, but also meet Canada's international commitments. The last decade, particularly, has seen a vigorous construction programme in Canadian shipyards, the acquisition of the new aircraft carrier Bonaventure and the growth of a strong air arm.

The Royal Canadian Navy began its 50th jubilee year with an impressive sea-going strength of 62 ships in commission, including the Bonaventure, 25 destroyer escorts, 18 frigates, ten minesweepers, two mobile repair ships and smaller craft.

Footnote.—After 50 years, the ship name Niobe is still in use in the Royal Canadian Navy. It is now allocated to their depot in London.

H.M.S. Undine answered a call from the German merchant ship Saarland on May 19 and took off a member of the crew suffering from acute appendicitis and took him, at speed, to Penzance. Undine was exercising with Undaunted about 200 miles off Penzance.

Girdle Ness helps refugees

DURING a recent visit of H.M.S. Girdle Ness to Trieste, a party for children from a refugee centre run by the World Refugee Organisation was given, the cost being met by the ship's welfare fund.

In addition a voluntary collection by the officers and ship's company raised £30 which was handed over to the director of the refugee centre.

Ski-ing in the Cairngorms PORTSMOUTH PARTY ENJOY A WEEK IN THE SNOW

"THE beginners at least learnt the rudimentary principals of using the planks and the advanced are now well on the way to becoming accomplished skiers and who knows may, one day, make the Navy team."

So ends the report of Lieut.-Cdr. V. Harcourt-Smith, R.N., of the Royal Naval Barracks Portsmouth, who took a party which comprised three officers and eight ratings from Portsmouth to the Cairngorms, Scotland, for a ski-ing "holiday."

The party arrived at Aviemore on Sunday, March 13, and found the snow on Castle Hill at the northern entrance to the Lairig Ghru too patchy, and the hill itself too steep and unsuitable for beginners. It was necessary, therefore, to shoulder the skis and climb to higher, but more suitable, nursery slopes, and after a climb of one and a half hours over rock and heather-strewn terrain the party arrived at some well-covered gentle slopes.

Splitting in two, beginners and advanced, the beginners spent the first afternoon in the rudimentary principals of ski-ing with much slipping and falling, while the advanced party practised

acclimatisation runs and trying out the new Portsmouth Command's ski-ing equipment.

THE LONG TREK

On the second day an early start was made for the long trek up the Lairig Ghru to Corrie Gorm, the top of which lies at about 3,700 feet. Once again the beginners carried on with their learning while the advanced people practised advanced turns, and after a lunch of sandwiches, raisins and chocolates the advanced party left to assault the top on very firm, inclined to icy, snow.

This climb up proved very difficult and tiring, and three hours later saw three tired officers and five equally tired ratings at the top in thick mist and blizzard wind conditions.

After a suitable rest the party skied down the Corrie into brilliant sunshine to land amongst the beginners in a final schuss of 15 glorious minutes' duration.

On the Tuesday it was decided to attempt an assault on the summit of Cairngorm itself, and accordingly a start was made for the foot of Corrie Cas. After climbing for two hours on very icy snow and, in the latter stages, in blizzard conditions, it became apparent that it would be unwise to take the party, three of whom had never climbed anything higher than Portsdown Hill, to the top. After a rest in Jean's hut, a hut erected to the memory of a girl lost on the mountain in just these conditions, the party skied down to more sheltered slopes of the Sugar Bowl.

Here the party found a parachute training regiment undergoing a Snow and Mountain Warfare Training Course, and in order to make use of their rope towlift, which gave a rise of about 500 feet, the party joined them.

FIFTEEN MILES

On return to the hut that night it was estimated that the skiers had covered some 15 miles on foot, carrying skis, and innumerable acres on skis.

The next two days were disappointing from the weather aspect in that the top was covered in mist, and blizzard conditions prevailed, but much polished ski-ing on the Sugar Bowl was accomplished and not a single break or strain was sustained throughout.

Lieut.-Cdr. Harcourt-Smith, says in his report: "Although the usual remarks such as 'all right for some, that's not expedition training, but a few days' gash leave' were made, and although I agree that the expedition was most enjoyable, it must be stated that officers and ratings, particularly the Petty Officers, had to organise many things with which normally they have nothing to do and which they may take for granted."

"On the mountains those in charge of small parties must have gained confidence in their ability to lead under conditions which were often trying and uncomfortable; the members of the party gained confidence in their ability to keep going under such conditions and learned how inter-dependant they were. Even if these achievements are scorned there can be no doubt that the party returned happier and fitter than when they left and that can be nothing but good for the service."

New C-in-C for South Atlantic and South America

VICE-ADMIRAL N. A. Copeman, C.B., D.S.C., has been appointed Commander-in-Chief, South Atlantic and South American Station. He succeeds Vice-Admiral Sir Dymock Watson, K.C.B., C.B.E., in December next.

Vice-Admiral Copeman, who was born in 1906, qualified as a torpedo specialist in 1932 and was Torpedo Officer of H.M.S. Cornwall on the China Station from 1934 to 1936.

He was awarded the D.S.C. for recovering German torpedoes of a new type when he was serving in H.M.S. Southampton during the Norwegian campaign. He remained with the Southampton until she was sunk off Crete in January 1941, subsequently joining H.M.S. Warspite.

Vice-Admiral Copeman was promoted Commander in 1942 and to Captain in 1947.

He commanded H.M.S. Vernon from 1952 to 1954 and from 1954 to 1956 he commanded H.M.S. Agincourt and served as Captain (D) of the 4th Destroyer Squadron with the Home Fleet.

From April 1956 until August 1958 Vice-Admiral Copeman was Deputy Controller at Admiralty, Bath and he assumed his present appointment as Fourth Sea Lord and Vice-Controller in November, 1958.

Promoted Rear-Admiral in 1956, he was promoted Vice-Admiral on January 7 this year.

Vice-Admiral Copeman will be succeeded as Fourth Sea Lord and Vice-Controller by Rear Admiral J. M. Villiers, O.B.E., next October.

Admiral of the Fleet Sir Charles Lambe, who was taken ill on April 8, is making "steady progress."

In the House of Lords Viscount Alexander of Hillsborough, a former First Lord, stated on May 25 that the Royal Navy had 147 ships whereas the United States Navy had 864.

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FRIGATE VISITS 'UTTERMOST ENDS OF THE EARTH'

Leopard takes long way home PASSAGES THROUGH TIERRA DEL FUEGO CHANNELS

WITHIN six hours of leaving her base at Simonstown on March 1 for a South American cruise en route to the United Kingdom, H.M.S. Leopard (Cdr. R. G. Gaunt, D.S.C., R.N.) was recalled and despatched to Durban there to stand by in case she was needed to carry supplies and render aid to the cyclone-stricken island of Mauritius.

While on passage to Durban, plans were laid to embark and stow 100 tons of stores and to land and man two field-kitchens each capable of serving 1,500 meals per day, but on March 5 the island authorities decided Leopard's aid would not after all be needed. Next morning the ship left Durban, her unexpected third visit there, with its renewal of old friendships, having been much enjoyed by all on board, and after a three-hour stop in Simonstown on March 8 resumed her interrupted homeward cruise.

The 12-day passage to the Falkland Islands was uneventful and the weather most of the time kinder than had been expected. After two days at Port Stanley, Leopard sailed on March 22 and enjoyed a brief rendezvous with H.M.S. Protector, whose helicopters put on an entertaining display, before continuing westwards to enter the Straits of Magellan and arrive at Punta Arenas on March 24. Her stay was short, and early on the 26th she continued through the straits as far as Cape Froward, the southernmost point of the South American continent.

FLOATING ICE

At midday she turned south to enter the Magdalena Channel, and follow a tortuous route through the little-known waterways of Tierra del Fuego, the region described by Bridges in his well-known book "The Uttermost Ends of the Earth." At first the scenery was wild and desolate in the extreme, and floating ice from the glaciers on the south-east side of the channel was seen. After proceeding south-westwards down the Cockburn Channel, the heavy Pacific swell was felt in full force as the ship turned to the south-east to enter the narrow Brecknock Pass, where the ice-capped mountains seemed at times within biscuit-toss of the ship.

Leopard then traversed the comparatively open waters of Desolate Bay and Whaleboat Sound, anchoring for the night in a sheltered bay among the Londonderry Islands.

Next morning the ship proceeded through the O'Brien Channel, towards the north-west arm of the Beagle

Channel, made famous by the visit of the naturalist Charles Darwin in H.M.S. Beagle more than a century ago. The dismal weather of the previous day had improved, and the snow-topped mountains of the Darwin Range made an impressive sight.

GIANT GLACIERS

The actual passage through the Beagle Channel was magnificent: to pass so close (within 400 yards in one case) of its giant glaciers, with their beautiful colours, cascading 3,000 feet down the enfolding mountains to the narrow waterway, was an experience which can never be forgotten.

That afternoon the ship berthed at Ushuaia, a small Argentinian naval base and the southernmost town in the world. Here for the first time the ship's company tested the delights of that favourite form of South American hospitality, the Asado, which they were to enjoy repeatedly during the next fortnight.

Having embarked the British Ambassador to the Argentine (His Excellency Sir John Ward, K.C.M.G.), together with the British Naval Attache and their wives, Leopard sailed early on March 29 to retrace at high speed her passage through the Tierra del Fuego channels to Punta Arenas. She had thus sailed four times between the east and west coasts of South America in four days, and the time of only 15 hours for the return passage, partly done in darkness, is believed to be the shortest yet achieved.

After anchoring overnight off Punta Arenas, Leopard left the Straits of Magellan, and the joys of inland navigation, for the uneasy waters of the South Atlantic and continued up the east coast of South America.

FIRST SINCE DELHI

Her first port of call was Puerto Madryn on the Golfo Nuevo, scene of the Argentine's Navy's recent hunt for two unidentified submarines. This tiny port on the fringe of Patagonia's wide open spaces (the nearest town was 40 miles away) was interesting for the large number of Welsh people

and Argentinians of Welsh extraction, dating from Welsh migrations to Patagonia about the turn of the century. They were most appreciative of Leopard's visit, the first by an R.N. ship since the light cruiser Delhi in 1935.

Leopard's next visit was to the Argentine Navy's main base at Puerto Belgrano, where four most enjoyable days were spent and the British Ambassador and his party left the ship. The garden city of Punta Alta, just outside the dockyard, contained a wholly naval community who spared no effort to entertain the ship's company, and the happiest relations were forged between members of the two Navies.

It was pleasant to see the carrier Independencia, an old friend of Portsmouth days under her former name Warrior.

A happy ceremony took place in Independencia when a silver tray, which had been presented to the Warrior in 1957 by Vice-Admiral Rojas when he was Vice-President of the Argentine Republic, was re-presented to the Independencia by Cdr. Gaunt on behalf of the Royal Navy. There is no doubt that this gesture of friendliness was deeply appreciated by the Captain of Independencia and the other Argentine officers present.

A short passage up the coast brought Leopard on April 9 to the seaside resort of Mar del Plata, where the Argentine Navy has a small submarine base. It was the ship's company's first taste of a big city since leaving Durban over a month before, and they made the most of it—especially of the casino, the biggest in the world, where syndicates and systems alike failed to break the bank but not for the want of trying.

Probably most prudent was the rating who gracefully declined an invitation to join a table on the ground that its Argentinian clients could not afford to play with him.

A number of Assados on surrounding estancias were much enjoyed. At one, a regular rodeo was laid on to amuse the guests, and when the demonstration was over ratings were given the chance to emulate the performers. The brave spirits who accepted the invitation showed remarkable tenacity if little elegance, though one unlucky rating found his bronco too much for him and broke a rib.

So Leopard left the Argentine on April 14 after a memorable few weeks ranging from the bleak beauty of Tierra del Fuego to the sophisticated joys of Mar del Plata, but with thoughts now turning more and more to arrival in Portsmouth on May 27. At the time of writing the ship has still to visit Rio and the Amazon.

FIVE SHIPS AT HELSINKI

COINCIDING with the British Trade Fair at Helsinki, the largest British Naval Force to be seen at the Finnish capital since 1957, arrived on May 20 and stayed until the following Thursday.

The ships were the cruiser Bermuda (Capt. A. D. Robin, D.S.C., R.N.), wearing the flag of the Flag Officer, Flotillas, Home Fleet (Vice-Admiral Sir Charles Madden, Bart., C.B.), the minelayer Apollo (Capt. L. D. Empson, R.N.), the destroyers Crossbow (Cdr. D. Hay, R.N.) and Daring (Capt. C. P. Mills, C.B.E., D.S.C., R.N.) and the frigate Blackwood (Lieut.-Cdr. C. E. H. Munro-Faure, R.N.).

After the visit to Helsinki, H.M.S. Apollo called at the Finnish naval port of Turku from May 27-30.

H.M.S. Bermuda, flagship of the Flag Officer, Flotillas Home Fleet (Rear-Admiral Sir Charles Madden) visited Portsmouth from May 12 to 16 before proceeding for a courtesy visit to Helsinki.

Continued from column 5

Certificates, to Building Societies or Insurance Companies are so easily effected in the Service and many a man has bought his house without realising it for, having made an allotment when on a low rate of pay his allotment has remained static whilst his "take-home" pay amount has increased on account of higher rating or increases in the pay code.

(With acknowledgments to the National Savings News Letter.)

Bold buccaneers among first in welfare work for seamen 'CHATHAM CHEST' HISTORY

DRAKE and Hawkins are names we usually associate with adventure, with gay bold buccaneering exploits and resounding victories at sea. Interesting enough they were also among the first of our great leaders to be associated with practical welfare work for seamen.

Besides the glory it brought to the British Navy the Armada left formidable casualty lists and, for disabled seamen in the first Elizabethan age there were no pensions, or grants or welfare funds, to draw upon. In 1590, however, Sir John Hawkins and Sir Francis Drake founded the "Chatham Chest," a mutual benefit fund to which each man and boy in the Navy contributed 6d. a month from his wages.

It was laid down that the money be kept in an iron chest with seven locks, the keys of which were to be held by seven different officers and, if necessary, another purser appointed yearly at a general meeting. The original Chest has disappeared, but one made in 1625 is still to be seen in the National Maritime Museum at Greenwich.

In the troubled days of the 17th century the fund suffered sadly from careless administration and one of the great services which Samuel Pepys rendered to seamen when he was Clerk of the Acts was the reform of the Chatham Chest.

Another step forward in welfare work for seafaring folk was taken at the end of the 17th century thanks to the concern of Queen Mary, daughter of James II. Deeply shocked at the poverty, neglect and hardship suffered by aged and wounded sailors, she became their champion and, in 1694, King William and she made a gift of the Royal Palace at Greenwich for the furtherance of this work.

Early in the 18th century, the Royal Hospital School for the sons of officers and men of the Royal Navy came into being and, from these beginnings has sprung the very extensive welfare services existing in connection with the Navy today.

By the beginning of the 19th century the funds of the Chatham Chest were amalgamated with those of the Greenwich Hospital to start a regular pension fund for the Royal Navy and the Royal Marines. This still operates to supplement pensions today.

The Royal Hospital School too, has gone from strength to strength. It has now been moved to Holbrook in Suffolk and at present houses about 600 boys between the ages of 11 and 16, all the sons of seafarers.

During the Crimean War that remarkable woman, Florence Nightingale, who seemed to think of everything that had any bearing on the well-being of the men in her care, devoted one afternoon a week to receiving the savings of soldiers and seamen and forwarding them to England. She sent thousands of pounds home to families all over the British Isles.

Upholding the fine traditions of service to his men Admiral of the Fleet, Lord Jellicoe, founded the Grand Fleet Fund, and this was later amalgamated with the Royal Naval Benevolent Trust which at the present time looks after the welfare of thousands of naval and ex-naval men and their families.

Savings in the Royal Navy during two wars reached considerable proportions and during the Second World War it is safe to say that, in many cases, 75 per cent of ships' companies at sea were saving through National Savings.

Since the end of the Second World War the amount allotted to the Post Office Savings Bank has increased 24-fold.

Allotments to Post Office or other banks, purchase of National Savings Continued in column 3

DUKE PRESENTS MEDAL



When the Duke of Edinburgh visited the Mediterranean on April 26 to see Royal Marine Commandos in H.M.S. Bulwark and at Malta, he presented the Long Service Medal to Colour Sergeant J. Cook. Colour Sergeant Cook was born in Portsmouth and joined the Royal Marines in 1941 as a boy bugler. His father was a chief petty officer and his mother is an ex-Wren—both are now living in Australia. After the presentation at St. Andrew's Barracks, Malta, Prince Philip talked with Colour Sergeant Cook and his wife.



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READING, PORTSMOUTH, PLYMOUTH, ETC.





Regulating Petty Officer Clayton chats with the Windmill Team—Miss Rita Hammerton, Miss Wendy Clark, Miss Jackie Joy, Miss Sally Crow, Miss Sheila Van Damm and Miss Terry Keighley

Windmill girls beat barracks karting team on its own track

A FINE SPORTING CONTEST

A LARGE crowd of some 2,000 people witnessed a fine afternoon's sport in the Naval Barracks, Portsmouth, on Sunday, May 22, when Windmill Girls from the famous London Theatre took on members of the Barracks Karting Club.

The morning was over-cast and at one time it appeared that the show would be rained off, but luckily there was a change in the weather which

was perfect for this, the latest of the Navy's sporting activities, to take place.

Miss Sheila Van Damm, five Wind-

mill girls and two men comprised the Windmill team and by first-class work aided, by a generous handicap and the generous sporting feelings of the Navy team, the girls ran out easy winners and took back with them to London the Windmill Challenge Trophy.

The Windmill team arrived about mid-day, spent nearly an hour on a karting track totally unfamiliar to the theatre team. It was the first time that the team had ever raced on such track and great credit is due to them. It is true that during the practice runs the girls looked a trifle apprehensive, but before long they were cutting figures on the barracks parade ground almost as smart as their own figures which, unfortunately from the spectators point of view, were hidden by their racing driver suits.

Our reporter spoke to Miss Van Damm after the show who told him that she was most impressed with the afternoon's entertainment, the facilities provided, the generous sportsmanship displayed by her opponents and whilst agreeing that the track condition was first class she felt that her team had done remarkably well on what she described as a racing drivers circuit.

The Barracks team considered that the show-girls provided first-class opposition and one said "You can't give them an inch—they are excellent."

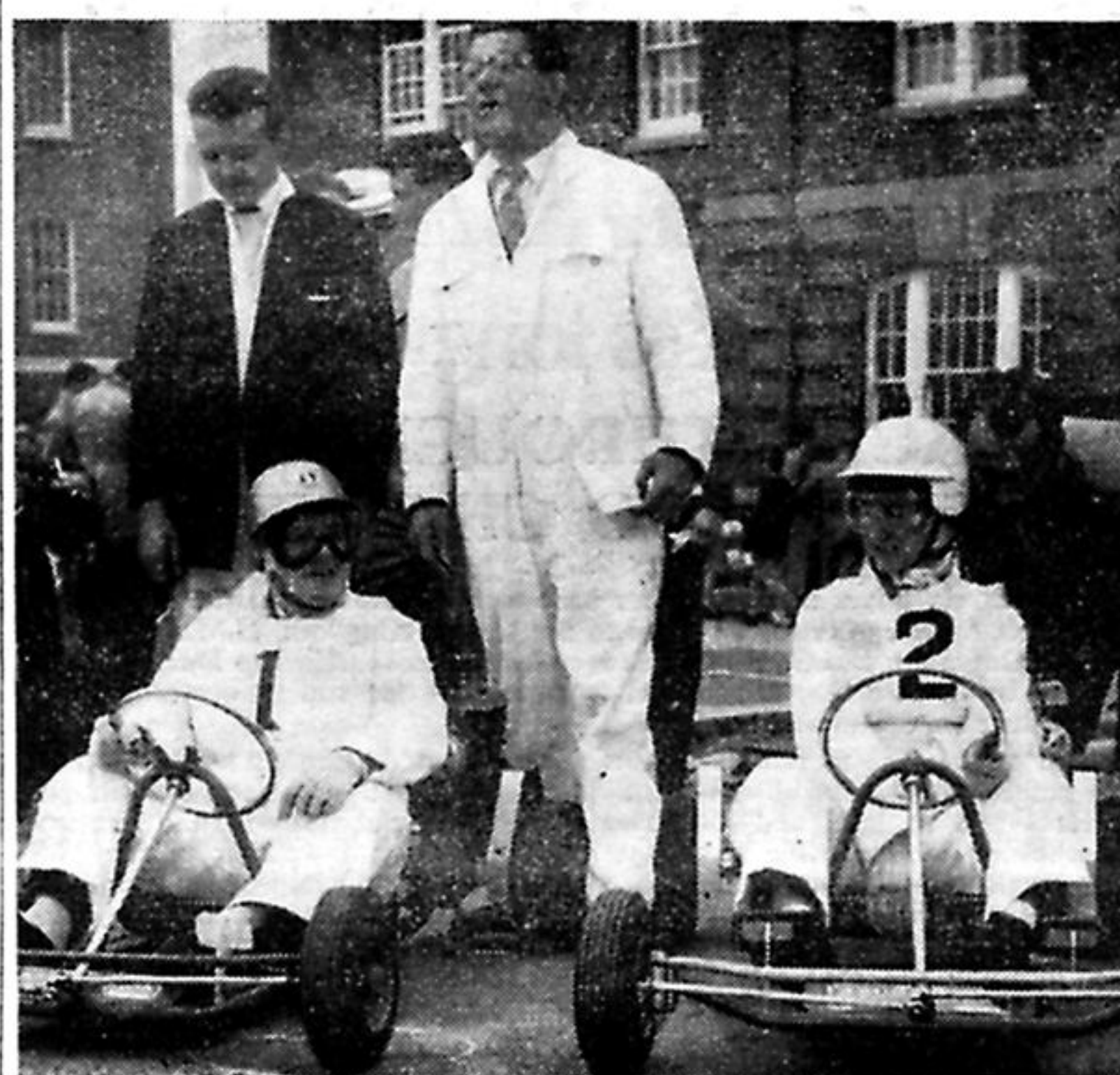
During the course of the afternoon the Royal Naval Barracks Field Gun Crews gave a demonstration run and left the girls breathless with admiration.

Upon completion of the afternoon's sport the Windmill team were entertained at a cocktail party at the

(Continued in column 4)



One of the parade marshals smiling helps Rita Hammerton to adjust her helmet. Miss Van Damm and the famous motor rally driver Derek Hartley-Brown are at the back



Miss Sheila Van Damm and Miss Joan Werner-Laurie ready for the "off"

Sailors at the Khyber Pass

LOCH INSH LEAVE PARTY IN PAKISTAN

AT 0530 one Saturday morning in March a party of six officers and men left H.M.S. Loch Insh (Capt. T. N. Catlow, Royal Navy), in dock at Karachi, for a few days' leave near Pakistan's North-West Frontier.

The Pakistan Air Force had very generously produced several seats on one of their flights to Peshawar, and a very comfortable flight was made via Lahore.

The following day a visit to the Warsah Dam had been arranged. This project is now almost completed and is a most impressive monument to Pakistan-Canadian co-operation.

NAAFI turnover £56 million

AT the 39th Annual General Meeting of the Council of the Navy, Army and Air Force Institutes held on May 6, the Naafi Balance Sheet as at October 31, 1959, and the Profit and Loss Account for the 12 months ended on that date were approved.

The turnover for the year was £56,538,625 compared with £56,719,206 for the previous year—a reduction of only £180,581 despite the continued reduction in the strength of the Forces.

After rebate and discount totalling £2,142,150 had been paid to the Services during the year there was a surplus of £232,371. This was increased by bringing in £130,347 from sums provided in previous years to meet liabilities not now required, making a final surplus for the year of £362,718.

After the transfer of £53,290 to Development Reserve on Navy Account, and £61,377 to the Staff Pension and Benefit Reserve, and after setting aside £100,000 for payment of extra rebate in the future, a balance of £148,051 remained which, by agreement with the Service Ministries, will be paid to the Navy (£20,000), Army (£81,953) and the R.A.F. (£46,098).

In his address to the Council Sir William F. Beale, O.B.E., the Chairman of the Board of Management, reviewing current trading prospects stated: "I am pleased to say that for the first four months of the current financial year, our turnover was slightly in excess of that for the comparable period last year despite a further fall in the strengths of the Services. In other words, spendings per head of the Armed Forces are higher than last year—due largely to the continued expansion of our family trade. I feel reasonably confident, therefore, in forecasting a surplus for the current year."

(Continued from column 3)

N.A.A.F.I. club.

The competitors were:

Windmill: Terry Keighley, Wendy Clarke, Jackie Joy, Rita Hammerton, Sheila Van Damm, Joan Werner-Laurie, Albert Zains and Derek Hartley-Brown. Three other showgirls, Elizabeth Hill, Iris White and Sally Crow had driving practice.

Victory: P.O. Crooks, Mech. Townsend, A.B. Smurthwaite, A.B. Tighe, R.P.O. Clayton, L.S.B.A. Meadham, L.S. Bell, A.B. Park, Ord. Seaman Price, Mech. Bury, A.B. Bottomley, L.M. (E.) Williams, A.B. Beighton, A.B. Bowles, A.B. Moran, P.O. Keating

After seeing the dam a journey was made into the Tribal Territories and through the historic Khyber Pass to the Afghan Border. Few sailors can have visited this magnificent pass through which runs a caravan route, the main road to Kabul and a railway, which, in itself, is a marvel of engineering.

GUN FACTORIES

On the second day of the visit another excursion was made into the Tribal Territories to visit the Tribal gun factories. There every conceivable type of rifle and pistol is made with only the most rudimentary machinery. The shops are full of finished models bearing every famous name in the small arms world.

On the Tuesday an extensive tour was made into the Swat State, passing through Mallakand Pass, which is even more impressive than the Khyber Pass and the way Alexander entered India.

Swat State is a first-class scenic attraction, the general impression being one of a large beautiful green valley set in the middle of impressive snow-capped mountains. The party had their sandwich lunch off the marble tables of the Ruler's summer palace and in the afternoon reached the village of Bahrein, 4,500 ft. above sea level and as cold as Bahrein in the Persian Gulf, which is the ship's base, is hot. The drive was made even more interesting as everyone was out in their national dress celebrating the Moslem festival of Idd at the end of the fast of Ramzan.

The last day of the visit was spent looking round Peshawar itself and in the extensive bazaar.

On Thursday the Pakistan Air Force flew the party back to Karachi, still the capital of Pakistan, but in an almost different world of sandy wastes.

MUSEUM CLOCK STOPPED

The 24-hour clock, which is such a great attraction to visitors, outside the gates of the Old Royal Observatory at Greenwich, has had to be stopped for a few weeks during the alterations to the entrance gates and railings. It will be restarted in time for July 6, when Her Majesty the Queen will open Flamsteed House.

RUNS TEN MILES A DAY

WILL any records be broken in the Vernon sports which are to be held at the end of June this year?

If A.S. C. Burton has his way, both the one mile and three miles records will go. Although married, with a six-year-old child, he finds the time, somehow, to train, running between 10 and 11 miles every night from his Leigh Park home.

He is the present holder of the Vernon one mile—his best time being 4 min. 46.3 secs. and he has already this season put up a very good time on a very slow track in a recent Navy match against the Civil Service.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



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Rating or Rank..... Age next birthday.....

Very Expensive Pieces of Equipment

THE presence of Major-General F. C. C. Graham, D.S.O., added a great deal more than colour to the Passing-out Parade of Drake Division on Monday, April 18. It must be difficult for successive prize-presenters to be original about expressing the simple facts of the increasing importance of well-trained artificers in the small modern navy. It was reassuring to hear a senior officer of another service repeating these facts but in a fresh and direct manner, which was well liked by his audience.

General Graham is the G.O.C., Highland District, and is Colonel of his regiment, the Argyll and Sutherland. He has had a long, varied, and distinguished Army career, during which he has "developed a great love for the Navy." "They have taken me out of many nasty places," he said, "and put me into a number of equally nasty ones!"

In his speech, which followed the presentation of the prizes, General Graham said: "In these days of carping about the waste of money on the Forces it is up to yourselves to see that you do not become waste material. You are, each one of you, a very expensive piece of equipment, highly trained at the cost of a great deal of money. Make sure that you live up to this cost."

General Graham said that all the apprentices must be worthy of their hire. The prestige of the Service was in their hands just as much as his or anyone else in the Forces. Every one of them was paying, to a certain extent, for his own training.

"The better show we, who are serv-

U.S. SUBMARINE SKIPJACK IN SCOTLAND

THE United States nuclear-powered submarine Skipjack arrived at Faslane on May 23 for deep diving and research trials.

ing make, the more we are worthy of our commissions, our pay and the benefits we receive. It is a good life in all three Services today. Make sure that you are worthy of the amount of money spent on you."

PRIZEWINNERS

The following were the prizewinners:

Drake Division—Technical (Admiralty Final Technical Examination)—Special Prize: P.O. S.A./A. D. S. Palmer, E.R.A.'s Prize: 1. P.O. E.R.A./A. R. D. Thompson; 2. E.R.A./A. C. W. Reid; 3. P.O. E.R.A./A. B. G. Howling, O.A.'s Prize: 1. P.O. O.A./A. B. Baine; 2. O.A./A. J. O. M. Bell, Shipwright's Prize: C.P.O. S.A./A. F. W. Frost.

Benbow Division—Final School (Admiralty Final School Examination)—Special Prize: P.O. E.R.A./A. M. E. Margetts, E.R.A.'s Prize: 1. P.O. E.R.A./A. J. Tunncliffe; 2. E.R.A./A. B. A. E. White, O.A.'s Prize: O.A./A. F. F. White, Shipwright's Prize: S.A./A. A. E. Catmore.

Anson Division—Craftsmanship (Admiralty Trade Test)—Special Prize: E.R.A./A. P. T. Alvey, Fitter's Prize: 1. O.A./A. R. M. Fairbairn (R.N.Z.N.); 2. O.A./A. D. G. Traynor; 3. E.R.A./A. A. E. G. Baulfe, Turner's Prize: E.R.A./A. S. E. Larmer (R.N.Z.N.), Metalworker's Prize: E.R.A./A. K. H. Price, Shipwright's Prize: S.A./A. D. Best.

Rodney Division—Intermediate School Prize (O.N.C. S2 Examination): E.R.A.'s Prize: 1. E.R.A./A. D. R. Innocent; 2. E.R.A./A. C. R. Perry, O.A.'s Prize: O.A./A. R. C. Beaumont, Shipwright's Prize: S.A./A. J. R. Nadin.

Hawke Division—Craft Training (5 and 6 Class work)—Fitter's Prize: 1. O.A./A. K. Doggett; 2. E.R.A./A. D. E. Perrin, Turner's Prize: E.R.A./A. A. M. Airey, Metalworker's Prize: E.R.A./A. T. J. Asker, Shipwright's Prize: S.A./A. M. J. S. Wilmer.

Benbow Division—Ordinary National Certificate: E.R.A./A. N. A. Hartland, P.O. E.R.A./A. M. E. Margetts, P.O. E.R.A./A. J. Tunncliffe, E.R.A./A. B. A. E. White.

The William Wallace Trophy for proficiency at work—Grenville, The Gresham Cup—St. Vincent, The Kiwi Trophy—Drake.

Inter-Divisional Sports Trophies—Full League Soccer, Drake, Full League Rugby, Drake, Full League Hockey, Rodney, Full League Basketball, St. Vincent, Full League Water Polo, St. Vincent, Inter-Divisional Swimming Relay Winners, St. Vincent, Inter-Divisional Swimming Relay Winners—Junior Division, Rodney, Inter-Divisional (Paarluft Triathlon) Winners—St. Vincent, Inter-Divisional (Paarluft Triathlon) Winners—Junior Division, Rodney, Inter-Divisional 22 Shooting Winners—Rodney, Aylen Skittle Trophy—Benbow; runners-up, Anson, Individual Skittle Trophy—E.R.A./A. B. P. Lowe, Anson.

Saturday Divisions Trophy—Benbow, Silver Bugle Prize—E.R.A./A. K. J. Hammond, Anson.

Royal Society of St. George Prize for all-round ability—1. C.P.O. S.A./A. F. W. Frost, Drake; 2. P.O. S.A./A. D. S. Palmer, Drake.

The Thompson Theatrical Trophy—E.R.A./A. I. Jones, Hawke.

Cock Division—St. Vincent, (Acknowledgement—"The Caledonia.")

A MAGNIFICENT GIFT

Chatham Barracks gives large sum to medical research

GESTURE IN NAME OF ALL WHO SERVED IN THE DEPOT

THE Welfare Committee of the Royal Naval Barracks, Chatham, representing all ratings serving in the establishment, has donated the magnificent sum of £4,500 to the Postgraduate Medical School of London, and at a small ceremony on May 24, Commodore L. W. L. Argles, D.S.C., on behalf of the Committee, presented Professor Ian Aird, Ch.M., F.R.C.S., Hon. F.A.C.S., Hon. F.C.G.P., Professor of Surgery and Director of Surgical Studies of the School with a cheque for that amount.

Since the decision of the Admiralty to close the Royal Naval Barracks at Chatham was first announced—a decision rescinded within the last three months—much thought has been given by the Welfare Committee to the disposal of funds accumulated over the years. The monies concerned form the Ship's Fund, and this is administered and controlled by a committee of ratings representing the various rates and branches serving in the barracks. This committee is known as the Welfare Committee.

The income of the Ship's Fund is derived very largely from rebates and other benefits arising from the sale of goods and services to ratings within the barracks. The fund is used primarily to provide sporting and recreational amenities on a much wider scale than would otherwise be possible.

PREDECESSORS' PART

The Welfare Committee, in considering possible uses to which any surplus funds might be put, have been acutely conscious that the present healthy state of their Ship's Fund is attributable in no small measure to wise control and foresight on the part of their predecessors.

They also appreciate that there was a large build-up of funds during the war years when large numbers of Naval ratings were accommodated in the barracks. Many of these were "hostilities only" men.

It was against this background that the Welfare Committee made its decisions. One, somewhat naturally, was that the bulk of the money should continue to be used to promote the general welfare of the Lower Deck. Another—from which stems the ceremony on May 24—was to donate a relatively large sum of money to one worthy cause rather than to make a large number of smaller donations to established charities.

In selecting the Postgraduate Medical School of London as the "one worthy cause" it is fitting that the Welfare Committee should draw attention to the part played by the Postgraduate School in the world of medicine. Britons, too often, are modest people unaccustomed to boasting of their exploits while always ready to acclaim those of others. While the visit of British surgeons to Moscow to perform delicate "hole-in-the-heart operations" attracted at the time the publicity it richly deserved, there is a danger that the knowledge and skill of these surgeons may be taken for granted.

It may not be realised just how devotedly those surgeons worked to develop the apparatus and techniques to perform such operations with success. They themselves are the first to acknowledge that they would not have been successful without support and help from many others, among them the unnamed "back room boys." Like the running of a ship, the exacting work of research and development calls for a high degree of team work. It is in the Postgraduate Medical School of London that some of the most important research and development in the field of medicine takes place. This work suffers nothing in comparison with that in other countries—it is right in the forefront of the world.

While the members of the Welfare Committee were particularly fascinated by the advances which were being made in heart surgery at Hammersmith Hospital, a great variety of other activities are proceeding, and these will share, though to a less degree, in the provision of new measuring equipment of an advanced kind.

The grafting of such organs as the kidney, for example, from one person to another, the plastic repair of congenital defects, the curious association, discovered at Hammersmith, between the blood groups and certain diseases, the treatment of cancer by the intro-

duction of anti-cancer drugs into the blood vessels of a cancerous part, and the detection of cancer cells circulating in the blood of patients suffering from malignant disease, are among other research projects which will benefit from the measuring apparatus.

It is needless to add that the actual techniques of measurement as employed in the experimental laboratories will also be particularly explored from the point of view of their adaptation for use in the hospital operating theatre at some future time.

VALUE TO WORLD

Those members of the Welfare Committee of the Royal Naval Barracks, Chatham, who were privileged to visit the Postgraduate Medical School were immeasurably impressed. They were left in no doubt of the value to the whole world of the work undertaken by Professor Ian Aird and the members of his staff in the advancement of surgical medicine. When, therefore, it was known that the barracks were not to be closed, there was no hesitation on the part of the Welfare Committee.

There was a unanimous decision that the sum of £4,500 should be

presented to the Postgraduate Medical School in recognition of the wonderful work being carried out there under the direction of Professor Ian Aird.

It had earlier been established that this sum of money will enable plans to go ahead without delay for the equipment needed to establish a central recording room.

Normal practice in medical research is for each group of workers to build or purchase the equipment necessary to further their project. While this equipment is simple, and the measurement of pressure, temperature, and other such qualities can be done with inexpensive devices, the system is practicable. But where modern techniques of great refinement are used, such equipment becomes prohibitively expensive and much too complicated for general use.

CENTRAL RECORDING ROOM

If, however, such special apparatus is brought together into one unit under the care of expert electronic technicians, then it is possible for many groups to share its services. This then is the reason for the establishment of a central recording room—a sort of communications centre where experimental data is collected, recorded and analysed. Thus, it is hoped that a new idea will not have to wait a long while for its verification, and that all who come to the Postgraduate Medical School may be given a chance to prove their point.

The Welfare Committee of Royal Naval Barracks, Chatham, are proud to feel that by their action all those Naval ratings who have passed through these barracks are in some small way associated with the work being carried out at the Postgraduate Medical School of London under the leadership of Professor Ian Aird.

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Some of the guests. Standing are Mrs. Crawford, G. Simpson (chairman of branch), Mrs. Thomas, Capt. R. D. Roberts, R.N. (Supt., R.N.A.Y., Sydenham), Cdr. W. S. Thomas, R.N. (Retd.) (deputy president of branch), Mrs. Roberts and Cdr. T. R. Eames, R.N. (Retd.) (vice-chairman of branch). (Photo: "County Devon Spectator")

Sailors are as good as ever R.N.A. CAN FILL VOID IN EX-NAVY MAN'S LIFE

Earl Mountbatten to visit club

"SHIPS might change, but the men in them don't. The spirit and type of man in the Navy today is as good as he has ever been," said Capt. R. D. Roberts, R.N., Superintendent of the Royal Naval Air Yard, Sydenham, when he spoke as guest of honour at the annual dinner of the Bangor branch of the Royal Naval Association on April 22.

The well organised dinner, which ended with a dance and cabaret gave much enjoyment to the 120 members and friends who attended.

Mr. George Simpson, chairman of the branch said the past year had been a notable one in its history, the highlight being the opening of the new headquarters, Mountbatten House, in September last, by Rear-Admiral Sir Edward Rebbeck. Earl Mountbatten had been unable to be with them on that occasion but Mr. Simpson announced that the Admiral of the Fleet hoped to pay them an informal visit during the year.

The toast of the Royal Navy was proposed by Cdr. W. S. Thomas, deputy president of the branch.

Cdr. Thomas said that the majority of those present that evening had spent their lives in the Navy or had some connection with the Senior Service. The fact that they were now members of the Royal Naval Association showed that they could look back on their service with pleasure. The longer they served the more they regretted leaving, he said.

NOT ENOUGH SHIPS

They, as old-timers, he said, were often apt to criticise the modern Navy, but he could not help feeling that it was based really on envy. They were perhaps envious of the pay they got and the improved conditions of service. But he was certain that the present-day sailor were as good as sailors had ever been. Ships today were

so full of gadgetry the sailors had to be first-class, he said. The ships were superior to what they had served in, the only thing wrong being that there were not enough of them.

Cdr. Thomas said they regretted that more ships did not visit Bangor so that the Association could put its premises to the very important use of entertaining Libertymen.

BRITISH NAVY LEADS

In replying to the toast, Capt. Roberts said that Naval life was rather like owning a picture gallery. Each new commission painted a picture: sometimes it had a gilt frame and sometimes it had a black one.

Capt. Roberts said that the ships of the British Navy today led the world in modern naval warfare. Whatever the production resources of their allies, they still led the field. Three of the greatest aids, the angled deck, the steam catapult and the landing mirror, were all British Naval inventions.

Ships might change, he said, but the men in them did not. The spirit and type of man in the Navy today was as good as he had ever been. The White Ensign was still one of the strongest ties of the Commonwealth and one of the greatest forces in preserving peace, he concluded.

R.N.A. FILLS VOID

Cdr. T. R. Eames, vice-chairman of the branch, proposed the toast of the Royal Naval Association. He said there was a void in the life of an ex-Navy man which was filled by the R.N.A. This was an association in which they all spoke the same language and one of its main functions was the provision of comradeship and fellowship.

He felt the Association played quite a responsible part in the life of the community and also played a big part in the lives of ex-Navy men like himself.

In reply, Mr. Thatcher said that being their representative on the National Council was a position he greatly enjoyed. He assured the gathering that Ireland stood very high in the eyes of the Council.

NEW BRANCH IN CORK

Referring to the growth of the Association in Ireland, Mr. Thatcher said they had recently opened a new branch in Cork. There was still a need for more new members to carry on the good work, and he hoped that all ex-Naval personnel would support the R.N.A.

The health of the guests was proposed by Mr. H. C. Rutter, a branch vice-president, who said he was proud to be associated with the inauguration of the Bangor Branch some eight years ago. He was glad to see it was now one of the best organised in the country.

Mr. T. B. Graham (Town Clerk of Bangor) and Mr. W. T. Osborough (chairman, Bangor Branch of British Legion) replied on behalf of the guests.

The Purley members are not unmindful of their duties

Steady progress

THE Purley and District branch of the Royal Naval Association, under the watchful eye of its new president, Commander J. S. Kerens, D.S.O., R.N. (Retd.), M.P., is happy to be able to report steady progress.

The sixth annual dinner was a very pleasant affair at which the members were honoured by the receipt of a telegram from the Queen, the presence of the president and Mrs. Kerens, Mr. and Mrs. Gower representing No. 2 Area and the Chatham branch, several members of Croydon branch and members of the Kenley branch of the British Legion.

The presence of the chaplain kept the proceedings within the bounds of shore decency and caused the several speakers to temper the wind to the shorn lamb.

A record attendance at the Annual General Meeting showed quite plainly that, although at times the numbers at the monthly meetings is small, the bulk of the members are not unmindful of their duties to the Association and to their branch when time and opportunity are convenient.

The very respected Shipmate Arthur Diprose, who has been branch chairman for so many years, has vacated the chair owing to his advancing years, but he has agreed to continue as the branch delegate at the Area meetings, where his great knowledge and far-reaching advice will be of benefit to the proceedings.

The new chairman is Shipmate Richard P. Jenkins, and Shipmates Bennett, Carter and Cross are vice-chairman, treasurer and secretary respectively.

The branch will be joined with

friends from the Croydon branch at the Jutland rally at Chatham on Whit Sunday.

Members recently presented a badge to the widow of a naval man living in Cheltenham, which gave the lady great pleasure and brought a wonderful letter of appreciation. The branch was also able to be of some slight assistance to this lady's grandchildren while their mother—who was a Wren—was in hospital.

One new member is an Australian who is in England on a radar course. He sought out the vice-chairman, Shipmate Bennett, who was his instructor in Australia when serving with the Royal Australian Navy.

Practical support has been given to the Royal Seamen's Boys' Home at Brixham, the Royal National Life-Boat Institution and the Lord Kitchener's Home for Boys.

As membership increases, and with the help of the new activity which seems to be manifesting itself among the members, the branch hopes to be of increasing usefulness to the ex-Naval community in Purley and district and in a position to give increasing material help to the worthy causes brought to the notice of the branch.

PELORUS PURLEY

Life-Saving Award for Castleford Shipmate

CONGRATULATIONS are extended to Shipmate Jack Land of the Castleford Branch who has been awarded a testimonial on parchment by the Royal Humane Society for saving the life of a woman at Southsea on August 3, 1959 Shipmate Land, along with other members of the association, was at Portsmouth for the Navy Days.

The Castleford Branch has been very active of late. It started off with its annual dinner when over 100 members and wives sat down and this was followed by social visits to other associations and a dinner which was held for Shipmate Land, the Association making him a presentation of a tankard.

On Whit Sunday the Association, along with other Naval associations in Yorkshire will be holding the annual memorial at sea off Spurn Point. The service is followed by the casting of wreaths by each association. The only alteration this year is that the boat leaves from Grimsby and not Hull as in previous years.

Information concerning this event may be obtained from either Mr. R. Darley, 18 East Drive, Chequerfield, Pontefract, or Mrs. Dykes, 5 Ashley Road, Harehills, Leeds.

General Secretary at No. 8 area meeting

THE monthly meeting of No. 8 Area Council which was held at the Manor House Hotel, Leamington Spa, on May 7, was honoured by the presence of the General Secretary, Mr. L. H. Maskell.

The usual business of the meeting was conducted with the general secretary taking the chair. At the end of the meeting the secretary invited questions and comments from the delegates present.

All the delegates considered this a very worthwhile visit, and one which has certainly promoted more interest in R.N.A. affairs, and it is hoped that this visit is only the forerunner of many others.

Carnation sprays for the ladies

THE Central London Branch of the Royal Naval Association held its Annual Dinner on May 7 and, being well supported, it was a thoroughly good evening.

Following the old Central London custom, carnation sprays were presented to all the ladies present and these were much appreciated.

The branch is visiting Eastbourne on June 19 and the members are sure that they will receive a truly nautical welcome.

NEW BRANCH IN THE WEST COUNTRY

A branch of the Royal Naval Association was commissioned at Beer, Devon, on February 27. The commissioning ceremony and dinner was held at the headquarters of the branch, The Anchor Hotel, Beer, and was attended by members of the National Council, the Area President, the Area Secretary, the Area Treasurer and shipmates from the Bridport Branch who were the guests of the branch. Twenty-three members of the branch were present.

Since the formation the branch has gone from strength to strength and besides its monthly "get-together" it has held a very successful dance in the Mariner's Hall at Beer, and a dinner in honour of "the ladies" which was followed by a social.

Plans for the future include a Whitsun dance and a visit to Plymouth.

The aim of the branch is for a membership of 50, so a warm welcome will be extended to any serving or ex-serving member of the Royal Navy who lives in the area to join the Association.

BEST DINNER AND ENTERTAINMENT FOR A LONG TIME

THE annual dinner of the Clacton branch of the Royal Naval Association was held on April 30 and 40 members and their wives attended.

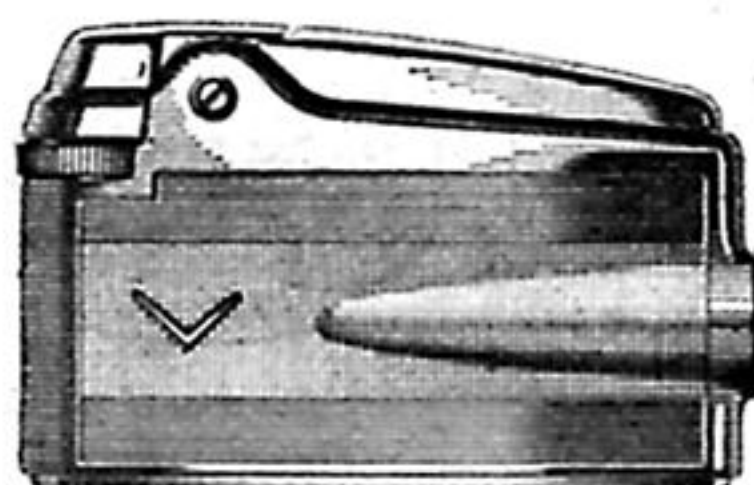
The Loyal Toast was given by the Toastmaster, Shipmate A. W. Matthews. The president of the branch, shipmate A. S. Matthews gave the toast of the branch and the chairman, Shipmate J. Corking responded.

The "Ladies' Section" was proposed by Shipmate G. Jervey who praised the excellent work the ladies are doing for the branch. Mrs. Butcher, the Ladies' chairman responded and thanked Shipmate Jervey for his kind remarks.

A bouquet was presented to the retiring Ladies' chairman, Mrs. B. Pryke, by the chairman of the branch. A bouquet was also presented to the hostess, Mrs. Topson, by the president.

Dancing and games followed the dinner, the M.C. being the chairman, Shipmate Corking, and the whole evening was voted as the best dinner and entertainment the branch had experienced for a very long time.

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Commander-in-Chief, Portsmouth, to open palatial new quarters for senior ratings LAST WORD IN COMFORT

Occupants will not want to leave

(BY OUR OWN CORRESPONDENT)

WHEN the new Chief Petty Officers' and Petty Officers' Block is opened in the Royal Naval Barracks, Portsmouth, and I understand that it will be opened by the Commander-in-Chief, Portsmouth, on July 8, it seems to me that there will be a number of officers who will consider that the accommodation now provided for the senior ratings is considerably better than that which they themselves occupy.

That is not to say, of course, that they begrudge these ratings who have given and are still giving such service to the Navy, but I feel sure that their admiration for the new building will be touched with a slight degree of envy.

The new block, appropriately called "Trafalgar"—is a six-storey building, light and spacious and most tastefully decorated.

At the time that I had the privilege of inspecting the new building the furniture had not yet appeared but the floors, panelling and electric light fittings would have delighted even the most discriminating of housewives.

The building is for the Chief Petty Officers and also for the Petty Officers, and if a line was drawn right down the middle of the building the two halves are identical.

The main entrance, flanked by small flower gardens and with an imposing gridded entrance and beautifully polished doorways, leads to an entrance hall in which, on either side, are two colourful murals painted by Antony Baynes, the artist who painted the murals in the City's Guild-hall. That on the right, the Petty Offi-

cers' side of the building—is a mural of a market day in Old Portsmouth some 200 years ago and that on the left depicts the landing of Catherine of Braganza at Portsmouth.

The rooms are light, airy and spacious and, leaving the entrance hall, there are the reading and writing rooms and TV rooms, the latter having acoustic tiled walls and ceilings.

The ladies' rooms and guest rooms are panelled with Honduras mahogany and the flooring is composed of lovely grained blocks of mahogany wood.

SPLENDID BARS

The meeting place for all men is the bar, and the bars fitted in this new block are really splendid. The shelving can be floodlit to show up the beautiful birds-eye maple and, of course, the colourful bottles. Even without the furniture and carpets the beauty of this room is obvious. The bars are to be run by the N.A.A.F.I. Beer is kept in a refrigerated store in the basement and is hoisted by lift to the bar itself.

In the centre of the building are the Mess dining rooms—one huge room which is normally divided by screens,

but by arrangement between the two messes it would be possible to use this lovely fluorescent-lighted room for dancing for both Chief Petty Officers and Petty Officers.

FILTERED AIR

The side ceilings of this large room have lenscrete roof-lights, that is glass circles of about 2-in. thickness and 6-in. diameter let into the concrete with rubber seals.

The whole building is fully air-conditioned and in this—the dining room—filtered air is brought in and fans draw the used air out of the room and out through the galleys at the back of the hall. By this method no cooking smells can ever reach the dining room.

As may be expected, the galleys and ancillaries are modern and the best that money can obtain. There is fluorescent light everywhere and in the preparing rooms and galleys, etc., the walls are tiled 8 ft. high and there are no corners, everywhere being rounded off to avoid the collection of dust and dirt.

Also on this floor are the cooks' rest rooms and dining rooms and so on. I was extremely interested to see one machine which takes a loaf of bread, slices it, and butters it ready for the table. The galleys and in fact central heating of the whole building is by automatic oil-fired boilers.

BILLIARDS ROOMS

Another pleasing feature of the whole building are the two billiards rooms each of which will take two full-sized billiards tables. Honduras mahogany is used for the penelling of the room and frankly, what with the splendid bars and the facilities for television, billiards, reading, writing and so on, I am a little concerned about the possible difficulties of getting the senior ratings out and about on their jobs of work!

COMFORTABLE CABINS

The four cabin floors are replicas of each other and the cabins are the last word in comfort. Each has running hot and cold water, built-in fitted wardrobes, a writing table with heated panels underneath, bookshelves, formica-covered, and a small table at the side of the bed for wireless, etc., with a lamp above the bed and an electric point for razor, wireless and so on.

The colour scheme is of pastel shades, each cabin having a window with curtain rail, fanlight above the door and thermo-plastic tiled floor. The passages outside are covered in rubber tiles which will help to reduce the noise factor.

There are 174 cabins in Trafalgar block there are bathrooms at the ratio of one to eight persons.

Facilities exist for scrubbing and washing clothes, drying rooms and so on, and there are dormitories, bathrooms, washing and rest-room facilities for the staff who will look after the Chief Petty Officers and Petty Officers of a standard far and away superior to any standards existing.

The first president of the new Chief Petty Officers' block in barracks will be, undoubtedly, a very proud man indeed.

ONE IN THIRTY PLAYS A GAME Is Royal Navy Cinderella of sport?

SIR.—Today, when so many of our sailors are technicians and spend a great deal of their time sitting down, it might be thought that some sporting activity would appeal to them.

Such, however, is not the case—perhaps one man out of every 30 plays a game. Can it be wondered then that so little talent is found in the Royal Navy?

The old sporting spirit—inter-mess, inter-part and so on to the top of the tree—seems to have died. And this, despite the facilities which are afforded for all games. Many more facilities than are available to civilians and the cost, directly, is virtually nothing.

Why are we so keen to drop everything at 1620 and get away out of it? The apathy seems to come from the older and senior people in the Navy.

Their lack of interest does not encourage the younger people to get on in sport.

In Portsmouth there are nine shore establishments, averaging a thousand men in each and yet it appears that it is impossible to get a strong enough swimming team to beat a local swimming club. The Navy ought to be able to sweep the board in swimming contests throughout the world.

A "wind of change" seems to be needed in the sporting side of the Royal Navy. Let us show that we are interested in the service to which we belong. With few exceptions we seem to be Cinderellas of sport and it is high time that we took our sport seriously and showed the other Services, and the civilians, that the Royal Navy is no longer content to take second, third or fourth place.

PERTURBED.

SPORTS TIME TABLE

ATHLETICS	Championships Portsmouth July 11-12	Championships Portsmouth July 20
CRICKET	Army Lords August 5-6	R.A.F. Uxbridge August 11-12
CYCLING	Time Trial Meon Valley June 29	Massed Start Blandford July 10
LAWN TENNIS	Championships Wimbledon August 1-6	Championships Wimbledon August 8-9 Inter-Command Championships Alverstone July 7-8
RIFLE	R.N.R.A. Meeting Bisley June 25-July 2	Sub Machine Gun Bisley July 9 XII and XX Bisley July 12
SAILING	Dinghy Championships Portsmouth June 13-14 Firefly Championships Welsh Harp October 1-2	Mermaid Championships Seaview July 10 Firefly Championships Lee-on-Solent September 10-11
	Mermaid Championships Seaview June 28-29	

MORE R.N.A. NEWS

NEWCASTLE IS 'DON MURRAY' COASTING ALONG

THE Newcastle and Gateshead branch of the Royal Naval Association is coasting along nicely. Membership is going up and with the delivery of the branch standard plans for the Dedication ceremony are taking shape.

The branch now have two Wrens who are members, and members are very pleased to see some old faces turning up again.

The total amount made at the dance in H.M.S. Calliope was over £30, of which more than half came from the Ladies' stall.

The branch was invited to the re-commissioning of H.M.S. Northumbria and it was very interesting indeed. Afterwards members were entertained on board H.M.S. Calliope.

The darts and domino shields were won by Shipmate Denton and Shipmate Jennings.

Association reports from Bedford, Dartford, Gainsborough, Gosport and Welling will appear in our next issue.

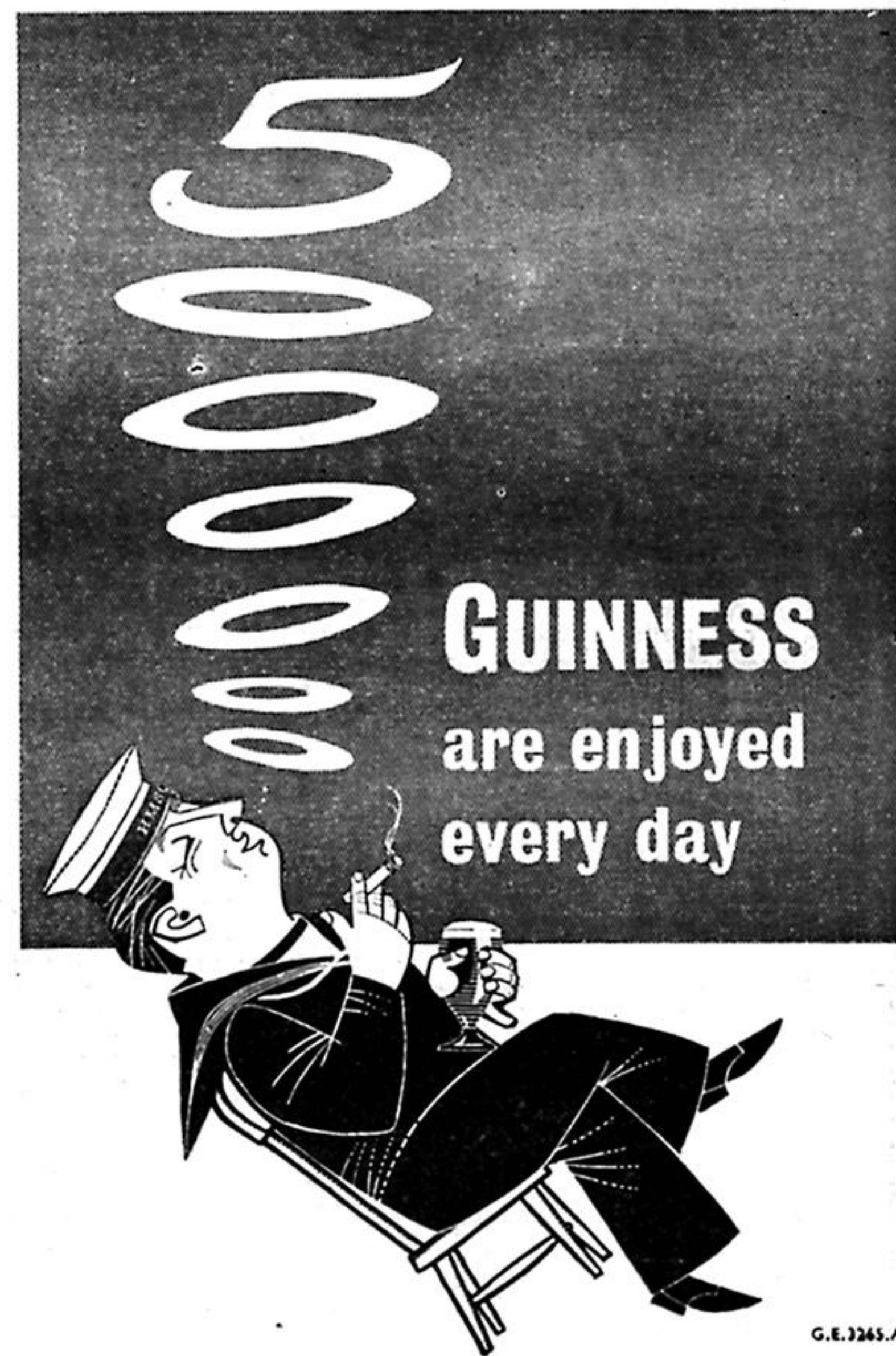
'DON MURRAY' TROPHY FOR WHITSTABLE AGAIN

ONCE again the Whitstable branch of the Royal Naval Association has won the "Don Murray" trophy for Number 2 Area.

The cup was presented to the branch by the Area chairman, Shipmate Gower, during what was, regrettably, his farewell visit to the branch. Number 2 area's loss will undoubtedly be Portsmouth's gain.

The Whitstable secretary reports that at the time of writing, less than 50 per cent of branches invited to the dedication ceremony of the Whitstable Standard on Sunday, July 3, have replied and, naturally, as the branch is anxious to make the occasion a most successful one, he appeals to branches to support the members of his branch.

Mrs. John Diefenbaker, wife of Canada's Prime Minister, launched the 27,000-ton Canadian Pacific liner Empress of Canada on May 10 at Vickers-Armstrong's yard, Walker-on-Tyne.



VERNON WRENS SAY 'IT'S NOT A MAN'S WORLD'

Dart queen's eight hours at the board in one session

THE 60 Wrens in H.M.S. Vernon certainly don't believe in the old adage—"it's a man's world." They make as much use of the Service facilities for off-duty enjoyment—possibly more than the men.

Second Officer A. R. Harris, B.A., Officer in charge of Wrens in the establishment, is naturally interested in their outside activities and encourages them to take every opportunity of extending their interests.

A typical example of this was an attempt made by the Vernon Wrens to build their own canoes. This proved impossible but two canoes were borrowed from the Expedition Training Centre—and canoeing had arrived in Vernon. Wren P.O. King has organised instruction and there is considerable enthusiasm for this new sport.



Wren Margaret James holding a cup she had won in a local athletics meeting at her home town

Amongst the first to enter was Wren Carol Weston. Carol, who comes from Barry, is an experienced canoeist. She recently spent 26 days at the C.C.P.R. centre, built in memory of King

George VI, at Plas-y-Brenin in Wales, learning the art. She managed to collect a black eye and a broken nose in the process, but this has left her undaunted and she is looking forward to many enjoyable week-end expeditions.

CHOOSE THE ARROWS

Another Wren interested in Expedition Training is Wren Joan Holmes. After a "Wide Game" held recently near Chichester, she displayed considerable talent in a totally different way. Resting in a local hostelry, after an enjoyable day's activity she became involved in a dart's match, and disposed of all opposition with ease, male and female. Later she demonstrated her skill by scoring named doubles at will.

Apparently Joan has achieved "Shanghai" twice, her best score with three arrows—138. Her longest session is eight hours continuous play, in the N.A.A.F.I. Club in Portsmouth. All this within five months of learning the game. Her advice to less successful players—"Choose true arrows and you can't go wrong." Her father plays the game for a club in Liverpool but Joan modestly admits that she can beat him on most occasions.

Darts playing is very popular with most of the Vernon Wrens. In a recent challenge match against Vernon Petty Officers they won by three matches.

Swimming is very popular also and Wren Lavinia Reilly, temporarily in Vernon, takes this sport rather seriously. When she joined the W.R.N.S. she was a regular member of the Sussex Junior Team and although only 18 years of age, had made a successful tour of Belgium with her county team. Later she won the Sussex Women's 110 yds. freestyle in 74 secs. and has represented the command in a match against Southampton this season.



Wren Lavinia Reilly relaxing after a swim

County honours have also come to Wren Margaret James—this time for Denbighshire. Margaret follows the latest American craze and enjoys jumping. She has no "trampoline" to help her in her efforts to improve on her personal best of 4 ft. 9 ins., high jump; 15 ft. 10 ins., long jump. In one recent meeting she not only attempted both jumps but also ran in the relay team for North Wales. She has been selected to represent the W.R.N.S. in a three-cornered match against London University and Wimbledon Ladies.

WRENS' FREE TIME

One of the organisers of all this outside activity is P.O. Wren King. She still finds time, however, to try new experiences. Her latest craze?—gliding. A shooting team for this season's matches has been selected under L/Wren Fitzpatrick and the sailing season is well under way. It will be difficult to emulate last year's performance in sailing but a tremendous effort is being made.

Do the Wrens have any free time? This seems a reasonable question to ask. An emphatic "yes" is the answer, for they still find time to make exhibits for the Navy Day's Handicrafts Exhibition. Preparations for this year's display have just started.



Lieut. M. J. Bateman, R.N., on the Heron Saddle Club's mare Katrina.

Royal Navy at Windsor Horse Show

A TEAM to represent the Royal Navy at show jumping commenced training at Royal Naval Air Station Yeovilton on April 25. The object was to train to represent the Royal Navy at the Inter-Services Jumping Competition for the Queen's Cup at the Royal Horse Show at Windsor on May 14.

Despite the fact that all other contestants were from the Army, with horses drawn from Army resources the Royal Navy took ninth place out of 13 teams. At the conclusion of the competition Her Majesty The Queen and Prince Philip evinced a lively interest in the team and its horses.

The team consisted of Lieut. J. B. Dixon and his Anglo-Arabian gelding Hussein, Lieut. M. J. Bateman on the Heron Saddle Club's mare Katrina and Sub-Lieut. C. W. Dallmeyer on his gelding Rajah.

They went to the Taplow Horse Show near Maidenhead for experience on Saturday, May 7, where they had a satisfactory day. Hussein and Rajah jumping clear rounds in two events,

and Katrina also doing so in the Fox-hunter Competition in which she was placed equal fourth.

OLD TIMERS' HALF-DAY TRIP

THE R.N. and R.M. Old Timers with their lady associate members and friends had their first half-day circular trip for this year on April 27.

Starting from Portsmouth at lunch time the route taken was via Fontwell, Bury Hill, Dorking, Newlands Corner and Guildford. High tea was served and very much enjoyed at Guildford.

After tea a visit was paid to the Cathedral and the return journey was made via the Hog's Back, Alton, Petersfield and Horndean.

At Horndean a social evening was spent. Mr. C. Norris was at the piano and songs were rendered by Messrs. Groves and Chambers.

The arrangements for the trip were made by the organising secretary, Mr. W. H. Winsor, assisted by a committee consisting of Messrs. Field, Windust and Jarman and Mesdames Windust and Mumford.

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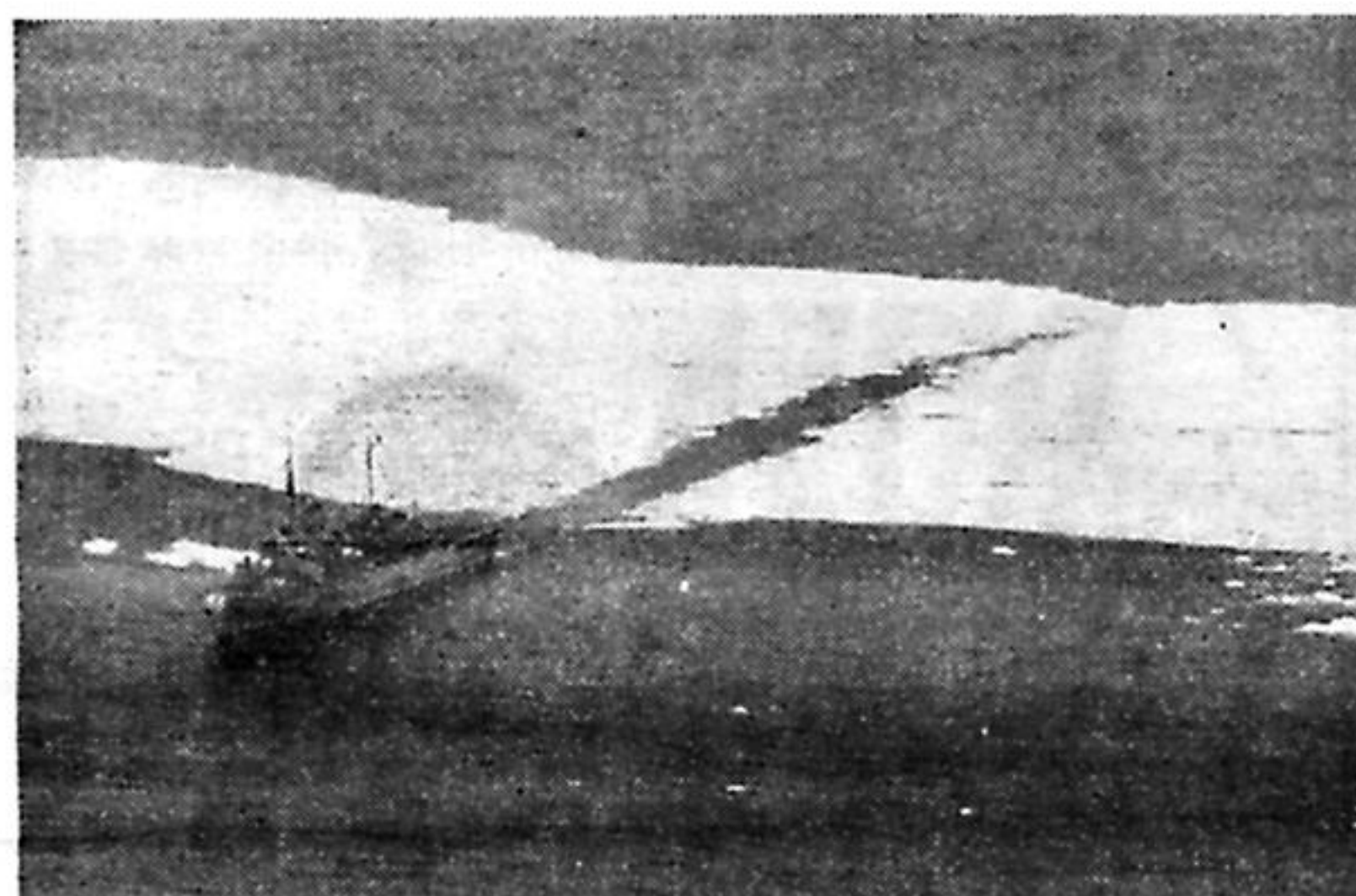
and at 26 South Street, Malta. 18 The Strand, Sliema. 255/7 Main Street, Gibraltar. 12 Kirkgate, Dunfermline, and at Helensburgh, Londonderry. Milford Haven. Chatham, Lossiemouth, Arbroath, Abbotsinch, Kete, Brawdy, Culdrose. Worthy Down and at H.M.S. Dolphin.



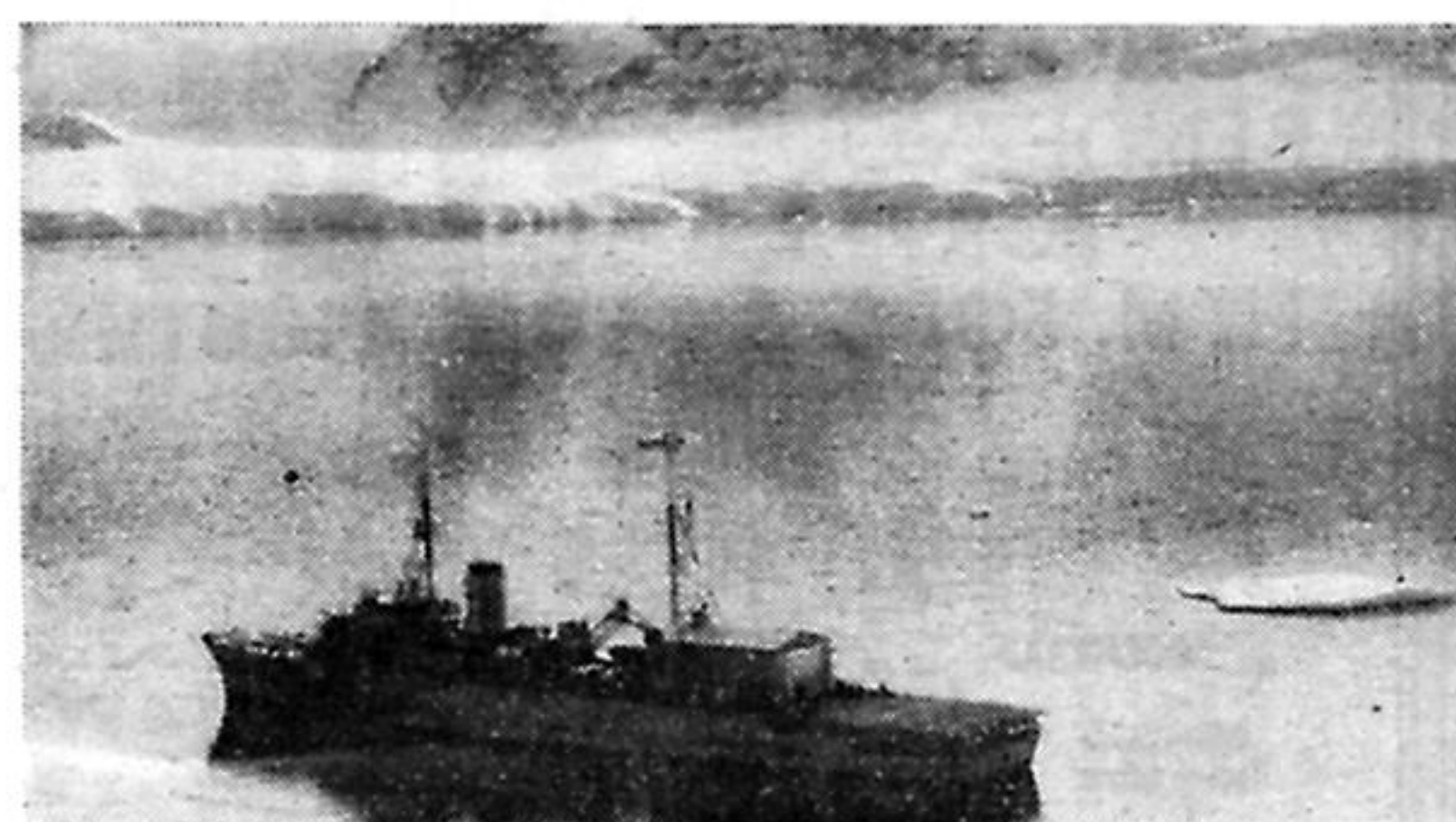
More Protector Pictures



Two of the ship's company persuade the penguin that a Protector cap is the height of fashion



Protector makes her way through pack ice



Protector amid the ice and snow which has been her home for the past five Antarctic summers

PORTLAND NAVY DAYS

Open invitation

NAVY Days—the Royal Navy's open invitation to the public to come and see things for themselves—are being held at the Naval base at Portland, where all destroyers and frigates undertake training and testing before joining the operational Fleet, at Whitsun on Saturday, Sunday and Monday, June 4, 5 and 6.

The destroyer Camperdown will be there, with the frigates Undine and Undaunted, Teazer and Blackpool, and many others, while of special interest will be the submarines Tudor and Thule.

For visitors who wish to try their sea legs there will be trips in the minesweeper Yaxham and the seaward defence boat Droxford. In addition, the Royal Marines will be running ferry trips in their assault landing craft.

There will also be demonstrations of torpedo and anti-submarine mortar firing, helicopters will perform acrobatics and show how they rescue survivors from the water. Also in action will be naval frogmen in their dangerous task of clearing underwater mines and obstructions before a beach assault. Royal Marines Commandos will carry out a realistic raid to blow up a defended enemy bridge.

GUIDED MISSILES

An interesting display of guided missiles and model warships will be on view and an actual ejection seat used by aircrew to escape from high-speed jet aircraft. Finally, at 5 p.m. each day the stirring ceremony of Beating Retreat will be carried out by the Royal Marines Band of the Portsmouth Command.

Portland Naval Base will be open to visitors from 12.30 to 6 p.m. on Saturday 4, Sunday 5, and Whit Monday June 6. Admission is 2/- for adults and 1/- for children. All proceeds are devoted to Naval charities.



The ship making her way through waters which are just about to freeze. A matchbox thrown overboard would bounce

Classified Advertisements...

SITUATIONS VACANT

APPLICATIONS are invited from non-commissioned officers to manage Off Licences in the southern half of the country. Applicants should be married and preferably under 41, and in possession of a current driving licence. Applicants will be given an initial training period and will be required, on certain occasions, to do a period of relief duties, and, when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension. Living accommodation with free electricity, gas, coal and coke will be provided. —Applications should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

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WANTED. C.C.F. officer requires No. 5 uniform suit; height 6ft. 2in., waist 41in., chest 42in.—Write Box NN76 "Navy News."

UNITED KINGDOM ATOMIC ENERGY AUTHORITY A.E.E. WINFRITH

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are required to undertake interesting and varied work at a new establishment. Applicants should have served a Craft Apprenticeship or have had equivalent training. The vacancies exist in the Manufacturing Group of the Engineering Division, and the Control and Instrumentation Branch, and the following experience is required:

SPECIAL TECHNIQUES: Instrument Makers or similar tradesmen with experience of light precision mechanical and/or electrical engineering. A knowledge of any of the following would be an advantage: industrial brazing, vacuum deposition, H.F. induction heating, ceramic machining by ultrasonic methods, and spot welding. Reference number SK/HZ/21.

CONTROL AND INSTRUMENTATION Applicants should have a sound knowledge of the basic principles of electronics. However, previous experience of nuclear electronics is not essential, and men with experience of radar, television, computers and automatic telephones are invited to apply. The work is interesting and varied and involves the repair and adjustment of specialised electronic equipment used in connection with nuclear power research and development programme at the establishment. Reference number SK/C/22.

Certain craftsmen may be eligible for housing accommodation, and for lodging allowances whilst awaiting allocation.

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are required to undertake interesting and varied work at a new establishment. Applicants should have served a Craft Apprenticeship or have had equivalent training. The vacancies exist in the Low Power Reactor Group of the Engineering Division, and the following experience is required:

ELECTRONIC AND INSTRUMENT MECHANICS Experience of electronic equipment and industrial process control instruments, and of work involving fault diagnosis, repair and calibration for a wide range of instruments used in nuclear reactors and associated experiments. The work requires a good knowledge of instruments for measuring and automatically controlling flow pressures and temperatures of liquids and gases, as well as pulse techniques, wide band and D.C. amplifiers, counting circuits and associated test equipment. Applicants with experience in any of the above categories are invited to apply.

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UNITED KINGDOM ATOMIC ENERGY AUTHORITY A.E.E. WINFRITH SKILLED CRAFTSMEN

are required to undertake interesting and varied work at a new establishment. Applicants should have served a Craft Apprenticeship or have had equivalent training. The vacancies exist in the Manufacturing Group Physics Laboratory of the Engineering Division, and the following experience is required:

RESEARCH AND EXPERIMENTAL MECHANICS (MECHANICAL) Fitting experience on precision Engineering work, and as a machinist, desirable. Experience of toolroom work would be an advantage.

RESEARCH AND EXPERIMENTAL MECHANICS (ELECTRICAL) Experience of installation and maintenance work, including motors, generators, and control circuits.

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UNITED KINGDOM ATOMIC ENERGY AUTHORITY A.E.E. WINFRITH RESEARCH AND EXPERIMENTAL MECHANICS

are required to undertake interesting and varied work at a new establishment. Applicants should have served a Craft Apprenticeship or have had equivalent training. The vacancies exist in the Manufacturing Group of the Engineering Division, and experience is required in at least one of the following:

TOOL MAKERS (with experience of precision universal grinding), **TURNERS** (with experience of various materials including stainless steel), **TOOL AND CUTTER GRINDERS** (experience of grinding all types of cutting tools), **SHEET METAL WORKERS** (with experience of gas welding techniques associated with sheet metal work) also Research and Experimental Mechanics with experience of abrasive cut-off machines, lathe and milling machines, and ability to perform good-class fitting work.

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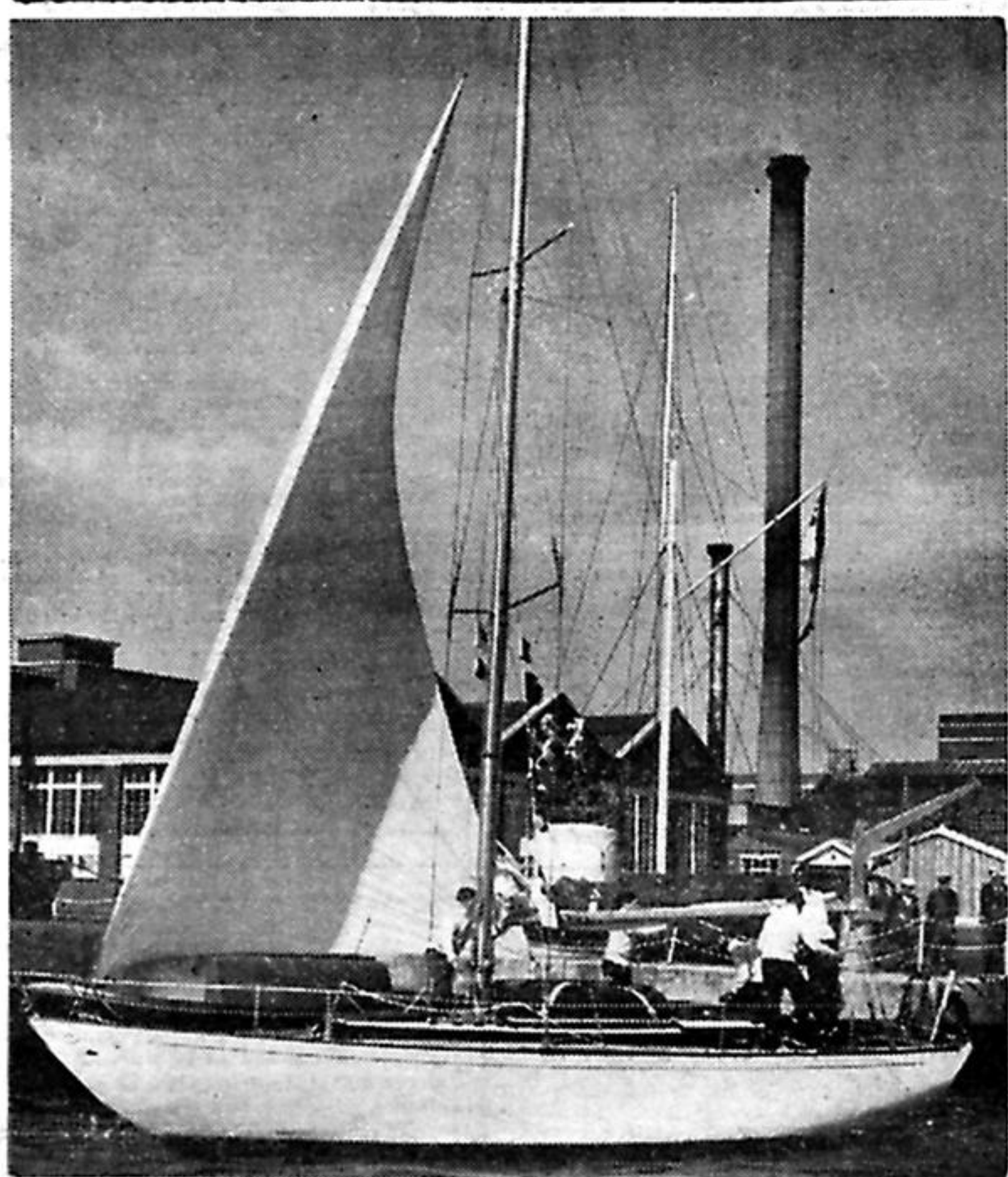


FINANCIAL DIVISION

NAVY MANNED OCEAN RACER



The above photograph shows the crew of the ocean racer Belmore which, as reported in the May issue of "Navy News," is the Royal Naval Sailing Association's entry for the Bermuda and subsequently the Transatlantic race. They are Cdr. Errol Bruce, P.O. Roy Mullender, Lieut. E. Paffard, Capt. G. Wheatley, Lieut. M. Tanner and Lieut. J. F. T. Sex. The picture (right) shows the yacht in H.M.S. Vernon.



NAVY LOSE AFTER BEING 3-1 UP

AFTER leading one goal to nil at half time, and going on to take the commanding lead of 3-1, the Royal Navy lost to Guernsey 4-3 in the association football match—one of the events in the programme to mark the 15th anniversary of the Island's liberation.

Vice-Admiral Sir Geoffrey Robson, Lieutenant-Governor of the Island was among the large crowd which watched Guernsey's first win over the Navy.

The winning goal was scored by Guernsey's centre forward, Arnold, ten minutes from time.

The Navy team was: Young; Widdowfield; Bridgeater; Barnes; Ashworth; Bickford; Tosney; Reed, John, Coates and Shelton.

THE NOBLE GAME OF 'UCKERS'

SIR,—I am writing to ask if any of your readers can tell me where I may find an authentic set of rules for the noble game of "Uckers."

After playing the game in different ships I have found that the rules differ—usually at a crucial point in the game—especially when "challenging" an opponent's "blob" or "barrier."

If there is such a set of rules, could they be printed in the Navy News so that the whole of the Navy can play to one set of rules.

I feel sure that the keen enthusiasts and supporters of the game will agree that clarification of the problem is overdue.

Yours truly,
F. EMBLEM.

H.M.S. Excellent,
Portsmouth.

(Can any reader help? If there are any authentic rules in existence, NAVY NEWS will be pleased to publish them.—Editor.)

RUNS TEN MILES EVERY DAY

WILL any records be broken in the Vernon Sports which are to be held at the end of June this year?

If Able Seaman C. Burton has his way, both the one mile and three miles records will go. Although married, with a six-year-old child, he finds the time, somehow, to train, running between 10 and 11 miles every night from his Leigh Park home.

He is the present holder of the Vernon one mile—his best time being 4 min. 46.3 sec. and he has already this season put up a very good time on a very slow track in a recent Navy match against the Civil Service.

Able Seaman Burton, who is a diver, prefers distance running and has represented the Navy in this year's cross-country matches.

H.M.S. Hermes carried out flying trials in the Channel during May.

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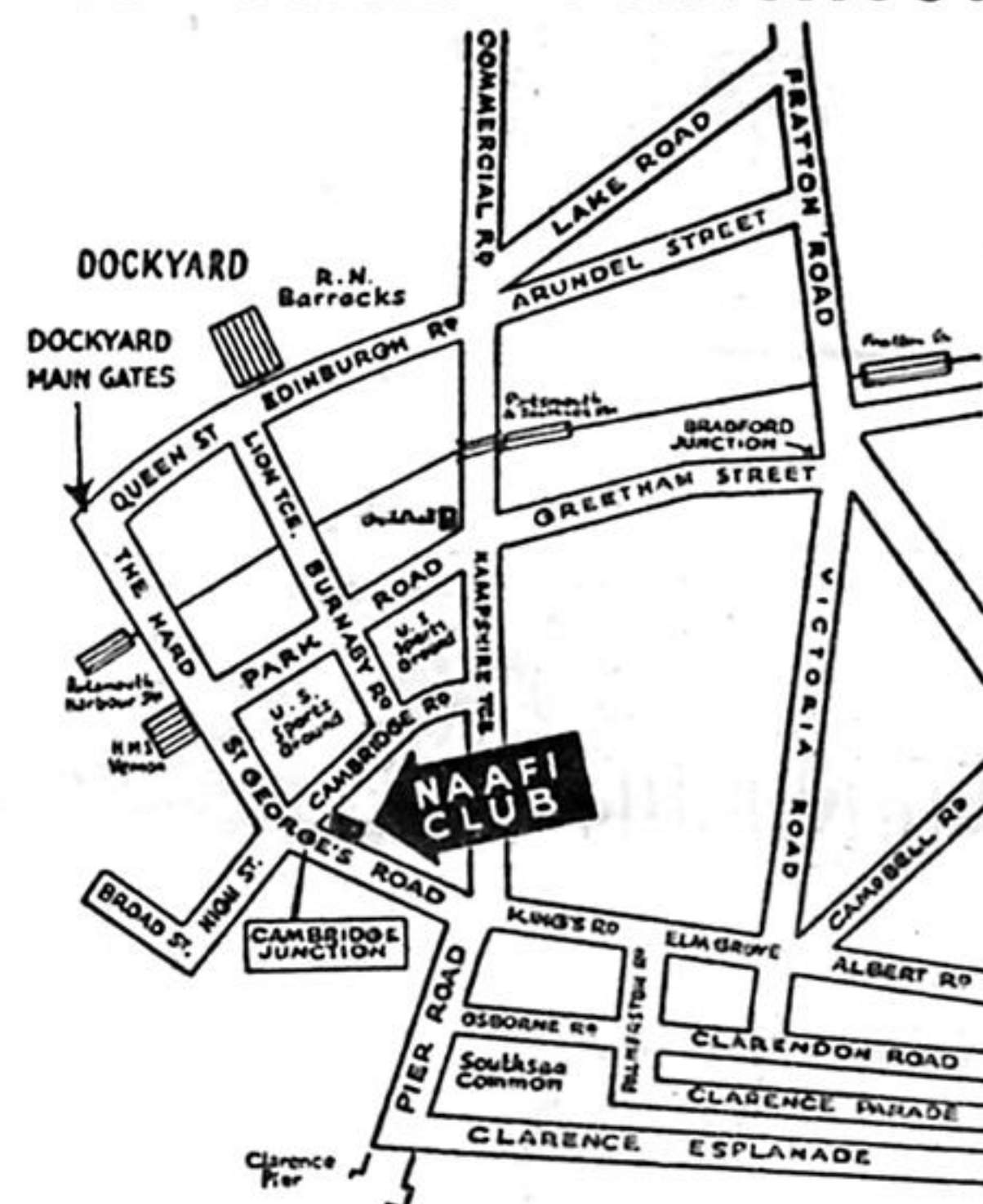
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